

ANNUAL EDITION AND FLEET SOUVENIR

# THE Graphic



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# HOTEL VIRGINIA

## AMERICA'S FINEST RESORT HOSTELRY

### LONG BEACH, CAL.



Magnificent Hotel Virginia, a model of elegance in every detail, rising majestically from the yellow sands of the sea at Long Beach, formally opened its doors March 31. Gay festivity and charming hospitality marked this auspicious occasion, celebrating as it did the completion of one of the handsomest hotels in the land.

The great hotel is now complete in every detail of both cuisine and furnishings, and is a triumph of quiet elegance, commodiousness and convenience. Whichever way one casts the eye, it is met by exquisite tone coloring, richness of materials and appropriateness and elegance of design, and arrangement, suitable to the needs of an immense seaside hostelry, which will attract travel and pleasure-bent folks from both continents who seek the famed salubrity of Southern California and the unrivaled climate of Long Beach.

The hotel building, which has been erected at a cost of over one million dollars, is of reinforced steel and concrete, fireproof, plain but massive of exterior, and of excellent proportion. The mission style of architecture predominates, and the ground space covers a block. There are six stories with two hundred and forty-four rooms, and one hundred and sixty baths, with every room having an unrestricted

outside view, commanding a sight of the rolling sea, just outside the gates, and the snow-capped hills of Mount Wilson and Old Baldy to the north. Looking westward one sees the green slopes of Palos Verdes, and over the expense of blue, out of the sea rise the blue ridges of Santa Catalina Island. A more beautiful place than Long Beach, the Queen of Seaside Cities, could not have been chosen to locate such a magnificent caravansary.

The uniform splendor of the interior furnishings is a charm and a delight without a discordant note in wall tones and tints, or in the color blend of draperies. Harmony and elegance meet the eye in all directions, and supplementing the beauty of the interior is the exquisite view through the immense windows on the first floor. As one is seated in the depths of the luxuriant leather chairs in the lobby, amid harmonious display, he gazes through the windows at Old Ocean, and there is revealed to him a seascape of unrivaled beauty, and he sits long wrapped in admiration.

The decorative effects of the main floor are largely those of the Fifteenth and Sixteenth centuries. Upon entering the foyer and main lobby one is immediately struck with the splendor of surroundings. The Louis XVI style predominates in the lobby, and

Louis XV in the music and ball room. One of the most imposing architectural designs of the main floor is the pillars abundantly scattered about, and giving dignity and repose. A beautiful view is gained down these pillared vistas. The massive pillars, wainscoting, grand staircase and entablatures of the salon are in imitation of Egyptian marble, scagliola being lavishly used. The highly polished surface with the brilliant hues and structural markings reflect the brilliant effects of gold and crystal of chandelier and surrounding ornamentation.

The base of the pillars is of green marble, and the capitals are Corinthian overlaid with gold. Added to the rich tones of the pillars are the frescoes of ceiling and wall, the embellishment of cornice and frieze, the carved architrave ornamentation and the lovely draperies. The furniture of the lobby consists of large leather Sleepy Hollow chairs, but the furnishings in the salon are divans, and designed to be more adapted for drawing-room tete-a-tetes.

The hotel is under the efficient management of Mr. D. M. Linnard, of Hotel Maryland, Pasadena, and will be open the year around.



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# Graphic

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Manager

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## The Greatest Fleet and Journey In Figures



THE greatest trip of the greatest fleet in the world's history is the event of the hour in Los Angeles today. The "Graphic" here gives the historic event in figures. The fleet is going entirely around the world in exactly one year. It sailed from Hampton Roads, Virginia, December 16, 1907, and is scheduled to arrive back in New York on December 16, 1908. The present part of the trip, around the two Americas, from Hampton Roads to San Francisco, via the Straits of Magellan, is 13,772 miles, and consumes four months and two days to Los Angeles.

At San Francisco the Atlantic and Pacific Fleets will join, and there will assemble under command of Rear-Admiral Robley D. Evans, for review by Secretary of the Navy Victor H. Metcalf, a force of forty-eight armored warships, including twenty battleships, eight cruisers, a torpedo flotilla, and a score of gunboats and lesser war craft—making the most powerful war armada ever assembled, and one fifty times more powerful than Admiral George Dewey's victorious squadron at Manila. . .

Admiral Evans will then retire, Admiral Thomas will take the fleet to Puget Sound and return, and Admiral Sperry will sail from San Francisco in supreme command for return to New York, with calls at Honolulu, Samoa, New Zealand, Australia, the Philippines, Japan and China.

The fastest battleships in the fleet compose the Second Division—the Georgia, Virginia, New Jersey and Rhode Island, under Admiral Emory. The heaviest compose the First Division—The Connecticut, Kansas, Vermont and Louisiana—under Admiral Evans. The slowest, lightest and oldest-styled compose the Fourth Division—the Alabama, Illinois, Kearsarge and Kentucky (superimposed turrets), under Admiral Sperry. The following table shows the entire make-up of the fleet:

	Length Feet	Tons	Knots Speed	Guns	Inches Armor	Officers	Men
Connecticut	450	16,000	18	74	10 to 12	41	1,080
Louisiana	450	16,000	18	74	9 to 12	41	840
Minnesota	450	16,000	18	74	9 to 12	41	840
Vermont	450	16,000	18	74	10 to 12	41	840
Kansas	450	16,000	18	74	9 to 12	41	840
Virginia	435	14,948	19	74	10 to 12	41	840
Georgia	435	14,948	19	74	10 to 12	41	840
New Jersey	435	14,948	19	74	10 to 12	41	840
Rhode Island	435	14,948	19	74	10 to 12	41	840
Maine	388	12,300	18	44	11 to 12	35	772
Missouri	388	12,300	18	44	11 to 12	35	772
Ohio	388	12,300	18	44	11 to 12	35	772
Alabama	388	11,565	17	44	14 to 16.6	35	772
Illinois	388	11,565	17	44	14 to 16	35	772
Kearsarge	368	11,565	16.8	44	15 to 17	35	772
Kentucky	368	11,540	16.8	44	15 to 17	35	772
Totals	6,666	222,927		972		614	13,504



*Beach*

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LOS ANGELES

# The Celebration and the Leaders



Photo by Marceau

MAYOR A. C. HARPER

The entertainment of the Atlantic Fleet will go down into the history of Los Angeles as the most notable public function of a period replete with brilliant records of hospitality.

No visit of an American President, nor of a foreign potentate, no popular present

victory and no commemoration of big events ago, has ever inspired nearly such depth of popular enthusiasm and called forth such such general public interest and co-operation in Los Angeles.

The feeling of the people has found vent in the creation of a plan of entertainment and of celebration so comprehensive that it takes account of and embraces not only every last one of the 14,000 men aboard the warships, from commanding Admiral to stoker, but also every man, woman and child in the city and its environs.

Business will be practically at a standstill in and around Los Angeles throughout "Fleet Week," from April 18 until April 25, and this condition comes not from any arbitrary or perfunctory official proclamations, but springs from the breasts of the enthusiastic patriotic populace.

Admiral Evans expresses amazement at the outburst of friendly public feeling and great enthusiasm that greeted him on every hand as he was borne from San Diego to Paso Robles when he first landed, and well he might, for California cities are in a frame of mind to out-do themselves in this historic event.

From mountains to sea in Southern California, and even far out across the deserts, the inhabitants are flocking to Los Angeles to see, greet and welcome the splendid armada with a burst of patriotic enthusiasm never surpassed.

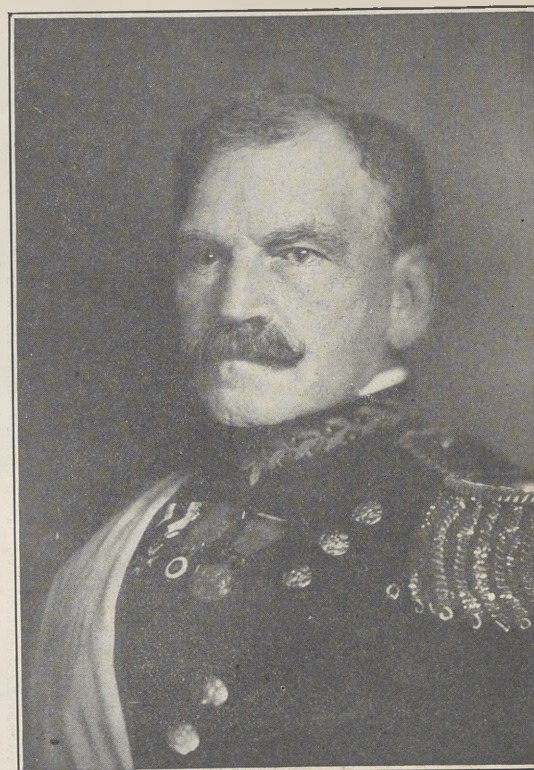
Entertaining is at once Los Angeles' business, art and favorite pastime. No city of its age and size on earth has such a brilliant record of hospitality.

In receiving the Evans Fleet the "Queen City of the West" will outstrip herself, and it will be no fault of her citizens if the vast body of naval officers and men go away with anything but indelibly pleasant memories of this week.

The city has spent three months in preparing her feast, and now it is ready for the spreading.

On January 14, long before the battle-ships left the Atlantic, Mayor Harper appointed and assembled a representative body of sixty-five citizens and committed to them the pleasant task of making the visit of the men and officers of the vessels a joy to them and an honor to the city. How well the work has been done is shown in the striking success of the historic event from every viewpoint.

Early in the work the basic rule was laid down that every act and event should be toward the end of providing true enjoyment



Copyright Photo by Pirie MacDonald

LIEUT.-GENERAL ADNA R. CHAFFEE

to the officers and men who are our guests. And, secondly, that every last man on the ships, even to the very humblest, should be embraced in the program and shown some public attention. In pursuance of this end, the proposal that the sailors should furnish a parade was cancelled for fear it would cause them effort, because it would make the guests turn into entertainers of the hosts, and would interfere with the aim to give unabridged freedom and happiness here to them. In embracing every man on the ships the committee also has been successful, and the program includes a splendid four-day

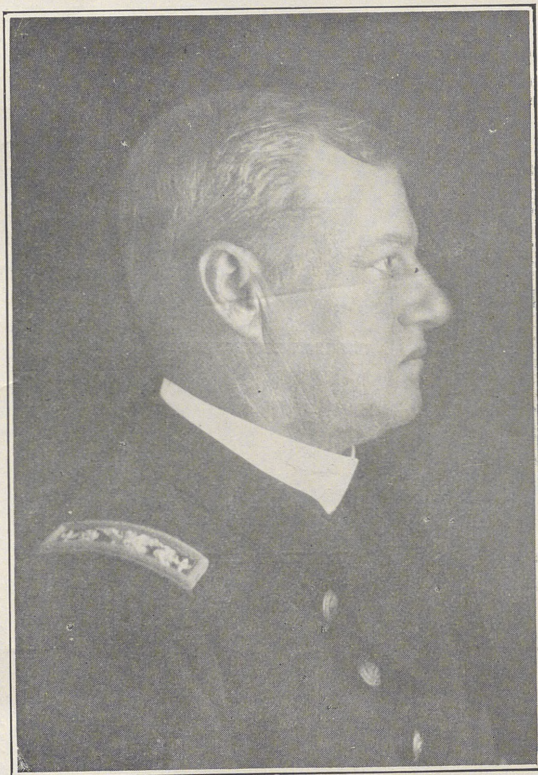


Photo taken after Santiago.

*R. D. Evans*

*Dear Adin' Usa*



MRS. CHARLOTTE TAYLOR EVANS



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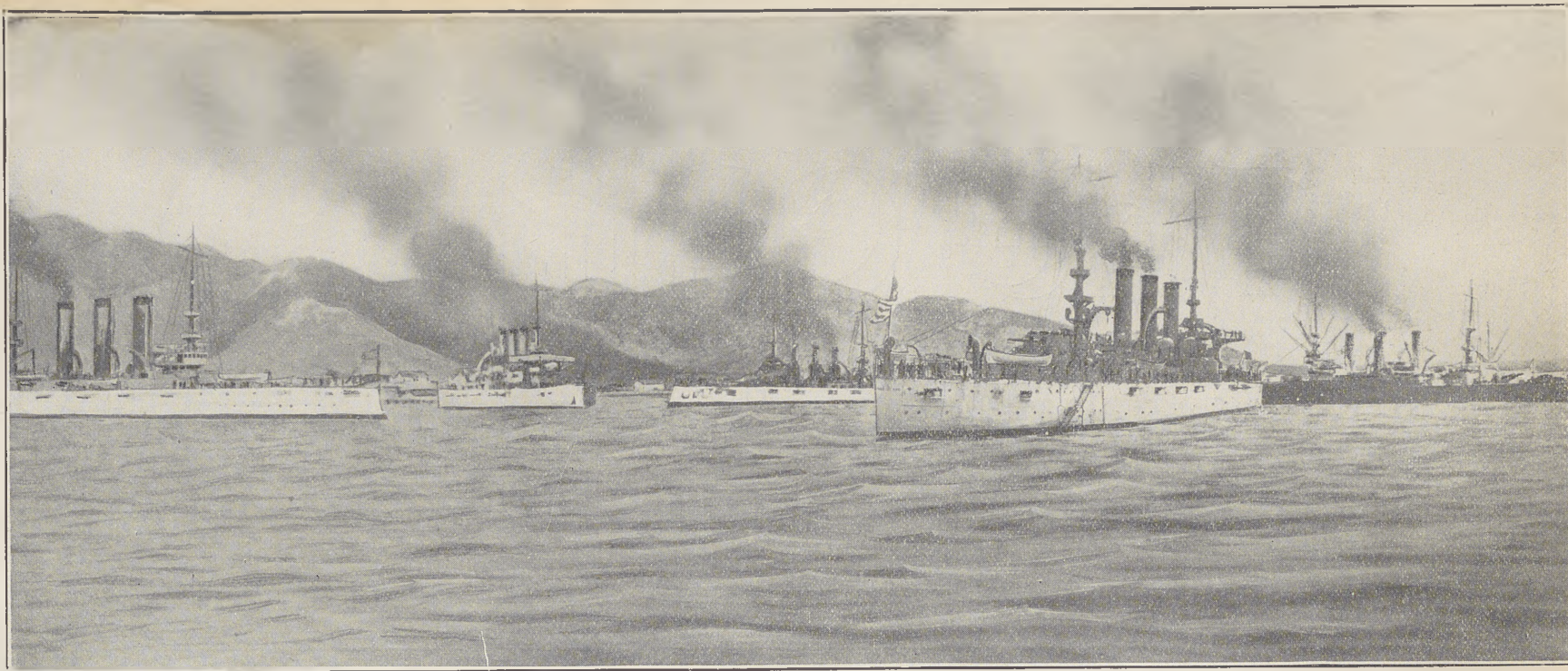
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WARSHIPS IN MAGDALENA BAY GOING TO TARGET PRACTICE

and night program open free to every enlisted man, as well as events specifically including every officer of every class among the invited guests of the city.

The "Graphic" is pleased to present in this issue the complete and detailed program of events, together with a full list of the naval officers who are honored guests, and the identity of the members of the Fleet Committee who prepared the entertainment and the other men and women who have aided them.

The big features of the "Fleet Week" in Los Angeles are:

**The Banquet**—At Hotel Alexandria, Monday, April 20, at 7:30 p. m., attended by the Admirals, Captains and high naval officers to the number of sixty, and two hundred representative local citizens.

**The Auto Parade**—Leaving Hotel Alexandria Tuesday, April 21, at 9:45 a. m., the sixty naval officers who were guests at the banquet riding through the downtown streets piloted by citizens and greeted by the public.

**The Ball**—At Shrine Auditorium, Wednesday, April 22, at 8:45 p. m., attended by from 250 to 400 naval officers and over 2000 local citizens and their ladies.

**The Auto Tour**—Leaving Hotel Alexandria, Thursday, April 23, at 9:45 a. m., in which 200 naval officers will be piloted by citizens on a ride to Pasadena and on an all-day drive through outlying beauty spots.

The big events at the seaside are:

**The Fleet Parade**—On Sunday, April 19, the Fleet steams in its entirety from San Pedro to Bay City and back to Port Los Angeles before dispersing by divisions, affording a view for twenty miles along the beach between 8 a. m. and noon.

**The Arrival**—On Saturday, April 18, the Fleet comes close to shore at Balboa, and steams in plain sight from the beach forty miles northward to San Pedro, arriving at 3 p. m.

**The Illumination**—On Saturday, April 18, following arrival in San Pedro Harbor the Fleet is illuminated in its entirety and search lights will play at 8 p. m. and throughout the evening at anchorage.

**The Farewell Salute**—On Saturday, April

25, at 7 a. m., the entire Fleet will assemble in Santa Monica Bay, firing a farewell salute of 100 guns as it steams northward for Santa Barbara.

All of the beach communities have made elaborate arrangements for the warships' visit in co-operation with the Los Angeles program.

The streets and buildings of Los Angeles are to be decorated as never before, with night illumination surpassing previous displays.

The crowds from outside and from far-distant interior points will break all local transportation records for excursion travel.

#### THE MEN BEHIND THE LOS ANGELES FLEET ENTERTAINMENT.

The personnel of the Fleet Committee as appointed by Mayor Arthur C. Harper on January 14 "to conduct, on behalf of the City of Los Angeles, the reception and entertainment of the United States Fleet under command of Rear-Admiral Robley D. Evans," are as follows:

##### General Officers.

Arthur Cyprian Harper—Chairman and ex-officio member of all committees; Mayor of Los Angeles; banker and business man.

Gen. Robert Wankowski—Vice-Chairman and General Treasurer; Commander First Brigade, National Guard of California; banker.

John B. Elliott—Secretary; Associated Press manager for the Southwest and correspondent with the Fleet on the Pacific Coast.

##### Executive Committee.

Arthur C. Harper, Joseph Scott, E. L. Doheny, Robert Wankowski, Frank C. Prescott, Wm. M. Humphreys, F. A. McGregor, Adna R. Chaffee, John H. Norton, Randolph H. Miner, Motley H. Flint, F. J. Zeelandlaar, Eugene Germain, W. D. Woolwine, Harrison Gray Otis.

##### ARTHUR C. HARPER.

Mayor of Los Angeles and Chairman of the Fleet Committee.

The paramount figure of the local Fleet

entertainment, Arthur C. Harper, Mayor of Los Angeles and Chairman of the Fleet Committee, is a typical Angeleno, for though he was born in South Carolina he was brought here as a lad of ten years and has "grown up with the city."

To Mayor Harper's familiar foresight and wonderful executive ability more than to any other one thing is due the success of the entire Fleet celebration that is a subject for congratulation of tens of thousands of patriotic citizens today.

Three months before the Atlantic Armada was due in these waters, and long before the battleships turned toward the Pacific, Mayor Harper laid out the broad scheme of reception and entertainment to redound honor and credit to the city and to the navy alike. Early in January the Mayor formulated and appointed the membership of the Fleet Committee of Sixty-five citizens, a body which for even balance of interests and representative character in its personnel has never been excelled in a public function.

Mayor Harper is the first Chief Executive elected for a three-year term. He is now in the very middle of his tenure, while his popularity as an able and fair servant of the whole public has grown with each passing day.

The Mayor is a graduate of the local grammar and high schools and has had a successful business career. He began life as an employe of his father's big hardware firm, Harper, Reynolds & Co., later obtaining an interest of ownership. Then he was called to the position of Cashier of the State Bank & Trust Company, and made a splendid record as a banker just previous to his election. His election as Mayor a year and a half ago was by a flattering majority over three of the strongest opposing candidates the city could produce. He is a tower of strength to the Democratic party and has been urged as a forthcoming candidate for Governor of California. The great feat of his administration is the building of the big Owens River Aqueduct, which will bring pure water enough for millions of inhabitants for over two hundred miles from the snowy Sierras.

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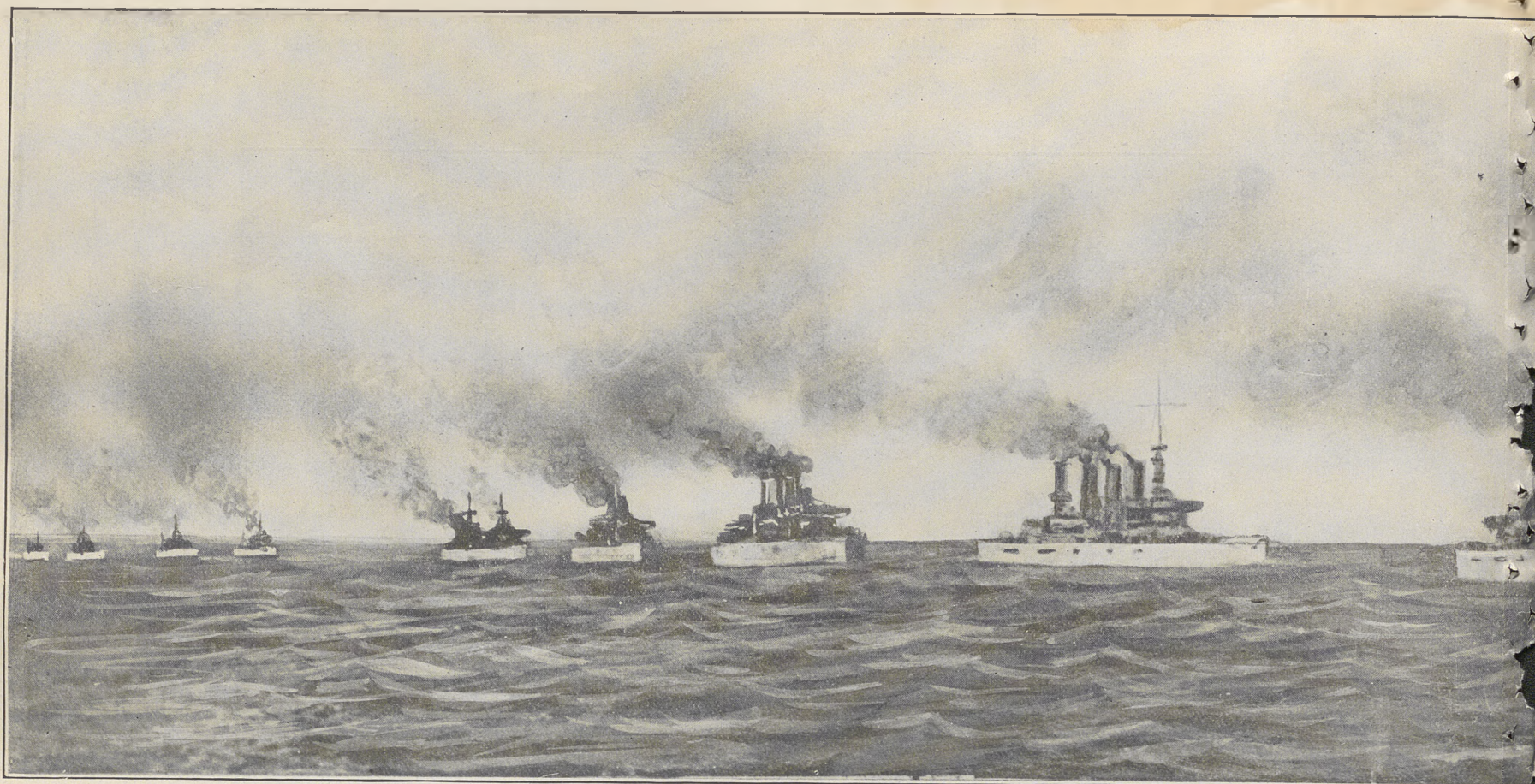
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By Courtesy of the Los Angeles Examiner

REAR-ADMIRAL EVANS' ADVENT TO CALIFORNIA—BEING CARRIED ASHORE AT SAN DIEGO



FLEET COMING TO THE COAST

## Program of Events by Days and Approximate Hours of the Los Angeles Reception and Entertainment of the Officers and Men of the Atlantic Fleet, April 18 to 24 inclusive.

### WEDNESDAY, APRIL 15.

#### First Day of Fleet's Stay in San Diego.

A special committee of the Committee on Entertainment of Officers of the Los Angeles Fleet Committee composed of Lieutenant-General Adna R. Chaffee, Capt. Randolph H. Miner, Gen. Robert Wankowski, Joseph Scott and Col. J. B. Neville will call upon Rear-Admiral Evans or Rear-Admiral Thomas, the Commander-in-Chief, at San Diego, and present personal invitations to the Rear-Admirals, Captains and other high officers to the number of fifty-five to attend the banquet at the Hotel Alexandria on April 20, and for 250 officers to attend the ball at Shriner Auditorium on April 22. M. H. Flint, Chairman of the Committee on Entertainment of Enlisted Men and Gunner F. A. McGregor, Chairman of the Committee on Chiefs and Warrant Officers, of the Los Angeles Fleet Committee, also will visit the Fleet and present invitations for their programs.

### SATURDAY, APRIL 18.

#### Arrival Day.

(No Shore Leave, Day or Evening.)

6:00 a. m.—Fleet sails from San Diego for San Pedro.

12:00 noon—Fleet arrives off Balboa, four miles south of Newport Beach, terminus of the Los Angeles electric lines, and turns in close to shore within plain sight from the beach.

12:00 noon to 3 p. m.—Fleet steams within one mile of shore along coast northward from Balboa to San Pedro, affording the first opportunity to see the entire Fleet in motion from the ports of Los Angeles.

3 p. m.—Entire Fleet comes to anchor in San Pedro Harbor, the sixteen battleships stretching away from the end of the Breakwater into the open ocean toward Long Beach.

3:15 p. m.—Mayor A. C. Harper boards the Flagship Connecticut and makes the formal official call upon Admiral Evans or Admiral Thomas, the Commander-in-Chief, accompanied by members of the Fleet Committee, extending a welcome to Los Angeles and Southern California.

3:30 p. m. until nightfall.—Crews clean ship and prepare to parade and disperse to permanent anchorages next morning and receive visitors the following day, Easter Sunday, April 19.

7 to 10:30 p. m.—Entire Fleet will be illuminated and battleship searchlights will play upon the towns and beaches.

7 p. m.—Commander-in-Chief will signal orders from Flagship for movements of all warships and will send wireless telegrams to Los Angeles, San Francisco and San Diego.

### SUNDAY, APRIL 19.

#### Naval Parade Day.

(No shore-leave, day or evening.)

9 a. m. to 12 noon.—Grand naval parade of entire Fleet past all beach towns begins. Battleships weigh anchor at San Pedro, proceed close to shore with Flagship Connecticut in the lead southward past Long Beach to a point off Bay City, circling back again past Long Beach and San Pedro, out around the highlands and promontory of Point Firmin, past Redondo Beach, Venice, Ocean Park and Santa Monica to a point off the Long Wharf at Port Los Angeles, turning back again and dropping the Third Division in Santa Monica Bay, leaving the Fourth Division at Redondo, the Flagship Connecticut and First Division stopping at San Pedro, and the Second Division continuing to Long Beach. This parade affords splendid view of Fleet all along the beach for over twenty miles.

12 noon.—Battleships come to anchor at each of the four ports to remain for six days, distributed as follows:

At San Pedro—First Division, First Squadron, Admiral Evans or Admiral Thomas commanding, embracing the Battleships Connecticut (Flagship), Capt. H. Osterhaus; Kansas, Capt. C. E. Vreeland; Vermont, Capt. W. P. Potter; Louisiana, Capt. Richard Wainwright.

At Long Beach—Second Division—Rear-Admiral Wm. H. Emory commanding, and Battleships Georgia (Flagship), Capt. H. McCrea; New Jersey, Capt. W. H. H. Southerland; Rhode Island, Capt. J. D. Murdock; and Virginia, Capt. S. Schroeder.

At Santa Monica Bay, including Venice, Ocean Park and Santa Monica—Third Division, Second Squadron, Rear-Admiral Charles M. Thomas commanding, embracing the Battleships Minnesota (Flagship), Capt. J. Hubbard; Ohio, Capt. C. W. Bartlett; Missouri, Capt. J. A. Merriam; and Maine, Capt. G. B. Harber.

At Redondo Beach—Fourth Division, Rear-Admiral Charles S. Sperry commanding, embracing the

Battleships Alabama (Flagship), Capt. T. E. DeW. Veeder; Illinois, Capt. J. M. Bowyer; Kearsarge, Capt. H. Hutchins; Kentucky, Capt. W. C. Cowles.

(This formation will be slightly changed should Admiral Evans be unable to resume supreme command, as follows: Admiral Thomas will have supreme command, without change of Admiral Evans' Fleet Staff, going from the Minnesota to the Connecticut; Rear-Admiral Sperry will succeed Admiral Thomas in command of the Second Squadron, with his flagship, the Alabama, which will go to Santa Monica Bay and take the place of the Minnesota, the latter being transferred to the Fourth Division at Redondo.)

12 noon.—At this hour for the first time visitors will be received on all battleships at all beach anchorages, with concerts on some of the warships. No shore-leave will be granted until Monday, however. Ships will be in full dress for Easter Sunday afternoon.

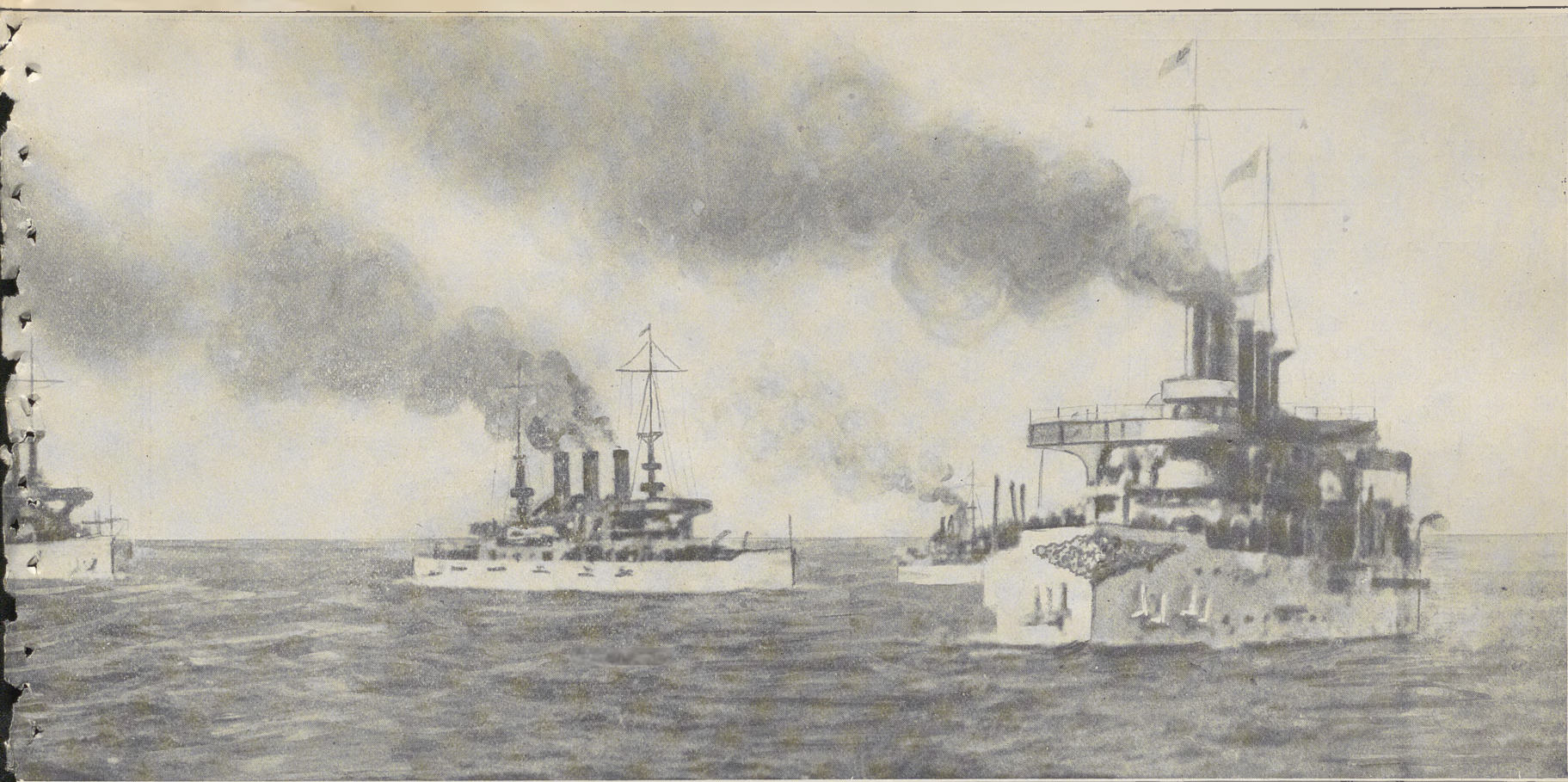
### MONDAY, APRIL 20.

#### First Day of Los Angeles Program of Entertainment Banquet Day.

9 a. m.—All warships, in full dress, open to visitors until 4 p. m.

9 a. m.—Shore-leave until following morning given to 3500 enlisted men, amounting to one-quarter of the ships' companies at the various ports. Sailors immediately take electric cars for Los Angeles, free of fare, with special cars for officers.

9:30 a. m.—The 3500 sailors arrive at Chutes Park, corner Main and Washington streets, to witness big boxing carnival and sports program under personal direction of James J. Jeffries, world's champion heavyweight pugilist; balloon ascension, vaudeville performance, general amusements and great Spanish barbecue. At 9:30 sharp in Chutes Park baseball grounds the amateur boxing tournament will begin, for local pugilists, with 100 contestants for championships of Southern California: FIRST DAY (April 20) bantamweights; SECOND DAY (April 21) lightweights and special class; THIRD DAY (April 22) welterweights and middleweights; FOURTH DAY (April 23) light heavyweights and heavyweights. James J. Jeffries to be Referee of all fights; DeWitt Van Court, Director. Free reserved seats for sailor-guests, 25



## TOWARD SAN DIEGO

cents admission to Chutes grounds and 50 cents admission to boxing, etc., to general public, children 10 cents.

10:45 a. m.—Fencing Bout, Prof. Victor de Lambertini versus Prof. Harry Uytendhove. **FIRST DAY** (Monday, April 20) foils; **SECOND DAY** (Tuesday, April 21) Sabers; **THIRD DAY** (Wednesday, April 22) duelling; **FOURTH DAY** (Thursday, April 23) broadswords.

11 a. m.—Boxing contests between sailors for championships of the Fleet begin between the winners of preliminary bouts aboard ships at Magdalena Bay. **FIRST DAY** (Monday, April 20) lightweight championship, 135 pounds; **SECOND DAY** (Tuesday, April 21) welterweight championship, 145 pounds; **THIRD DAY** (Wednesday, April 22) middleweight championship, 158 pounds; **FOURTH DAY** (Thursday, April 23) heavyweight championship, boxers weighing over 168 pounds. Champion James J. Jeffries, Referee. Cash prizes will be given sailor champion boxers and the battleships

which the winning sailors represent each will be awarded a beautiful loving cup as a gift from the City of Los Angeles.

12 noon.—Great Spanish barbecue served to sailor-guests only, 3500 plates each day for four days, with 450 patriotic women serving. Band concert during barbecue. Barbecue bill-of-fare will be: Chili con carne, barbecued beef, frijoles, chili sauce, rolls and brown bread, coffee and cream, fruits.

12:45 to 1:45 p. m.—Sailors witness balloon ascension, enjoy rides down the chutes, around the scenic railway, visit vaudeville, continuous dancing and varied other amusements—all free to sailors.

1 p. m.—Chiefs and warrant officers to the number of 75 are met at beach landings by committee-men and escorted to Los Angeles and on an automobile ride about the city.

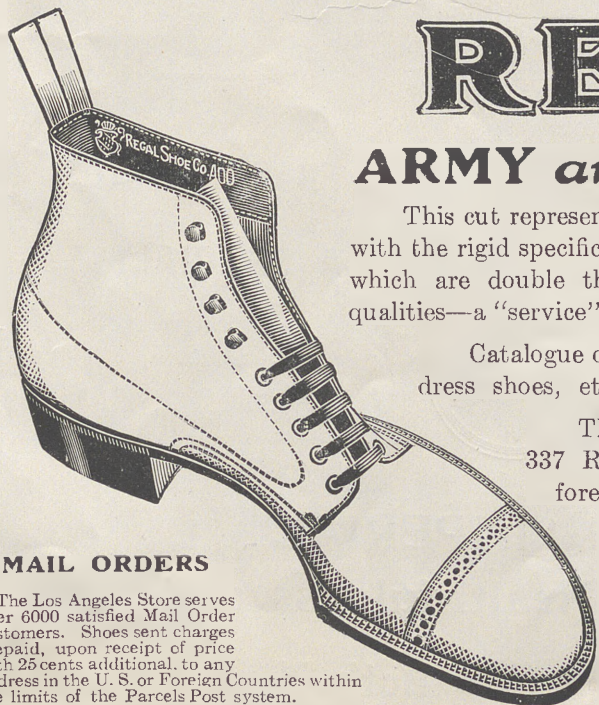
1:45 p. m.—Sailors at Chutes embark on electric cars for "Wild West Show" at Agricultural Park.

2 p. m.—"Wild West Show" begins at Agricul-

tural Park for 3500 sailors coming from Chutes Park. Performance under auspices of the Vacquero Club, includes cowboy sports, horseback quadrille, broncho-busting, "Tornado Game," or ring-spearing, Pony Express race for three miles with two changes of saddle, bridle and horses, fancy shooting, mounted tug-of-war, fancy riding feats by "Arizona Charlie" and other experts, thrilling stage hold-up, escape of vacquero girl, and attempted lynching, Indian war dance and escape of stage robbers, riding of a wild steer for cash prize tied to his horns, search for the greased goose, and finally, escaping of sailor and his capture. Show ends about 5 p. m.

(Detailed description of "Wild West Show" printed elsewhere in this issue.) Free to sailors, 25 cents admission to general public, children 10 cents.

4:30 p. m.—Mayor Harper and members of the Fleet Committee leave beach points aboard special electric cars, escorting Admirals Evans, Thomas,



## MAIL ORDERS

The Los Angeles Store serves over 6000 satisfied Mail Order customers. Shoes sent charges prepaid, upon receipt of price with 25 cents additional to any address in the U. S. or Foreign Countries within the limits of the Parcels Post system.

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This cut represents the "CAMPUS"—ONE of the TEN regulation REGAL styles made in accordance with the rigid specifications of the U. S. Army. Made in Black or Russet King Calf, with oak tanned soles which are double thick from toe to heel. It is strong, comfortable and has remarkable water-resisting qualities—a "service" shoe unequalled for handsome appearance, solid comfort and long wear. **PRICE \$4.00.**

Catalogue of Army and Navy styles, also 48-page catalogue of 150 other styles—dancing pumps, dress shoes, etc., of every style and leather, **SENT FREE ON REQUEST.**

THE REGAL SHOE IS SOLD FROM FACTORY TO WEARER DIRECT, through 337 Regal Stores and agencies in principal cities throughout the United States and foreign countries. The Regal is the only shoe made in glove-fitting quarter sizes.

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## MAIER'S NEW PACKING PLANT

**W**E ARE glad to announce the completion of our new packing plant, situated on a sixteen-acre tract at the foot of Lyon street, Los Angeles.

¶ We have always endeavored to keep pace with the wonderful growth of Los Angeles and surrounding country, and to anticipate at all times the demands of our patrons.

¶ Before work on this new plant was begun, Mr. Simon Maier visited all parts of the United States, making careful study of the most improved methods employed in the leading packing houses, with the result that he has been able to eliminate all objectionable features, and to incorporate all desirable advantages.

## Maier's Orange Blossom Brand

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PURE FOOD PRODUCTS

## Hams—Picnics—Bacon and Lard

It pays to handle the best Cured Meats and the purest Lard—You are safe with Maier's

## OLIVINE

[Maier's New Shortening]

Composed of refined cotton seed oil, beef suet and olive oil

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For those who prefer some other shortening than lard we want to say that OLIVINE is superior to anything else on the market.

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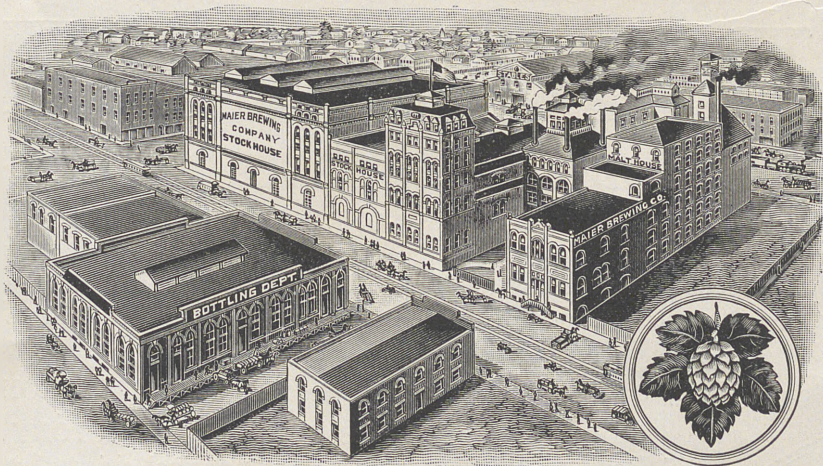
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Leaders and Committee Chairmen to whom the Success of the Los Angeles Welcome is Due

Sperry and Emory, the Captains and high officers to a total of 55 to the "Admirals' Banquet" at Hotel Alexandria and for the naval officers' first visit to Los Angeles. The Mayor will escort the Commander-in-Chief from the Flagship Connecticut at San Pedro and members of the Fleet Committee will escort the banquet guests from each ship at various ports.

5 p. m.—Admirals and high officers with their Los Angeles escorts arrive at Alexandria Hotel aboard special electric cars, the guests being shown to sleeping apartments reserved for them over-night as the city's guests.

5:30 p. m.—Half of total number of chiefs and warrant officers on Fleet, about 75, arrive at King Edward Hotel to prepare for banquet to them.

6 p. m.—Patriotic band concert begins in Central Park, decorated and illuminated nightly, lasting until 10 p. m. Letter-carriers' Band.

6 p. m.—Seventy-five chiefs and warrant officers begin banquet at Levy's Cafe, attended by special committee.

6:30 p. m.—Dancing for sailors in Chutes Park pavilion, continuing entire evening. Also continuous vaudeville and varied amusements—all free to sailors.

7 p. m.—Gorgeous fireworks display in Chutes Park, including the following set pieces: The Golden Fountains, Arctic Picture, pyrotechnic spectacle depicting warships and torpedo boats in action with

vivid battle effects and stirring climax.

7 p. m.—The 200 representative local citizens who will sit at the "Admirals' Banquet" begin arriving at Alexandria Hotel, Fifth street port cochere, the block being roped off to prevent congestion of crowds and vehicles.

7:30 p. m.—The Rear-Admirals and other officers will descend from their apartments at the Alexandria in full dress uniform to the Reception Hall on the second floor, where guests and hosts will meet in a brief reception. Here the banqueters will join their table-companions in companies of six, eight and ten each, and all will descend via the embowered marble stairway and entry to the main dining salon on the ground floor, Admirals Evans and Thomas, Lieut. Gen. Chaffee, Chairman, Mayor Harper and Joseph Scott, Toastmaster, and the score of distinguished citizens who will sit at the Speakers' Tables leading the procession.

8 p. m.—The "Admirals' Banquet" begins. Dinner over, Gen. Chaffee will preside as Chairman of the Evening, introducing Joseph Scott as Toastmaster, who will present Mayor Harper to deliver the address of welcome to be followed by speeches on appropriate topics by distinguished citizens. The banquet will close about midnight with the singing of the National Anthem, the naval officers returning to their apartments in the Alexandria.

8:15 p. m.—The 75 chiefs and warrant officers sit in boxes at Belasco Theater, afterward going to King Edward Hotel over-night as guests of the city.

#### TUESDAY, APRIL 21.

SECOND DAY of Los Angeles' Program of Entertainment.

#### Auto Parade Day—Public's Greeting.

8:30 a. m.—Admirals and 55 high officers who were guests at banquet take breakfast at the Alexandria as guests of City, preceding the automobile parade through the city.

9 a. m.—All warships open to visitors until 4 p. m.

9 a. m.—Shore-leave given 3500 additional sailors, who come directly to Chutes Park by electric car for Second Day of big barbecue, boxing and sports tournament and Wild West Show.

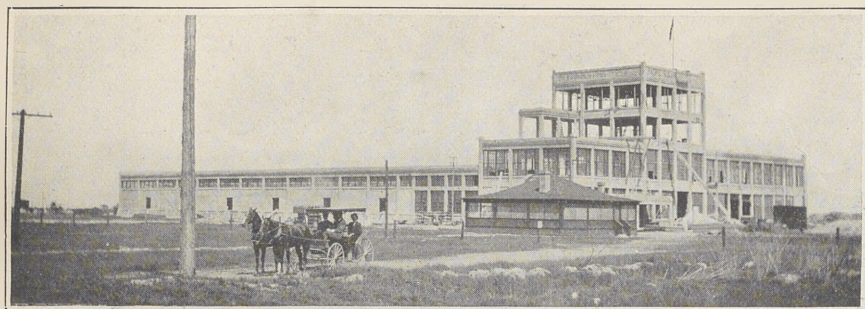
9:30 a. m.—Boxing program for sailors begins at Chutes Park, followed at noon by barbecue, balloon ascension, vaudeville, dancing and other free amusements. (Same program as First Day—see details given under program of Monday, April 20).

9:45 a. m.—Automobile Parade of Admirals, Captains and 55 high officers through downtown streets—the public's greeting—leaves Alexandria Hotel, Fifth street entrance, between 9:45 and 10 o'clock a. m., traversing a decorated route as follows:

#### Route of Admirals' Parade.

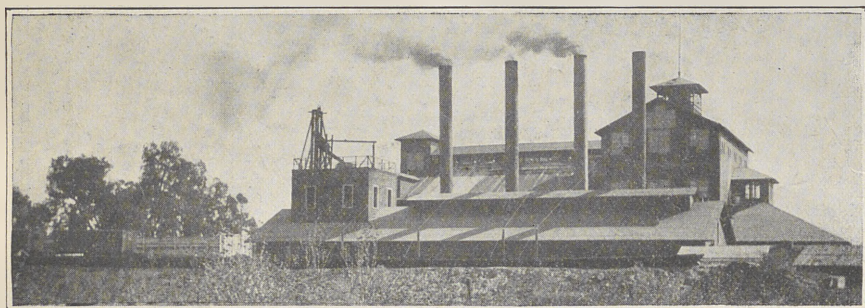
Leaving Hotel Alexandria, east on Fifth street to Main street, north on Main street to the Plaza, around the Plaza and countermarching south on Main street to the junction of Spring and Temple streets, south on Spring street to Eighth street, west on Eighth street to Broadway, north on Broad-

## Los Angeles Developing the San Joaquin Valley



The New Sugar Factory at Corcoran

In the past few years Los Angeles capital has become heavily interested in enterprises in the San Joaquin Valley. These include the building of great power plants, the subdivision of large areas of fertile farm lands, and the planting of orange orchards and vineyards. Among the notable enterprises carried through in this valley by Los Angeles capital is the building of the great beet-sugar plants at Visalia, in Tulare county, and at Corcoran, in Kings county. The Visalia plant had a successful campaign last year, and the Corcoran plant is now rapidly nearing completion. This last named plant is considered by experts to be the finest and most modern in the world. This enterprise is owned by the Pacific Sugar Corporation, with offices in Los Angeles. Its officers are H. C. Buhoup of Chicago, president; Nathan Cole, Jr., vice-president and general manager; Mayor A. C. Harper, vice-president, and W. C. Petchner, secretary and treasurer. These gentlemen are well known in local business circles. In the consummation of its plans in the San Joaquin Valley the Pacific Sugar Corporation has invested upward of \$2,000,000, most of the money being subscribed by residents of Los Angeles.



The Factory at Visalia

PERFECTION IN SMOKED MEATS

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.. .. AND .. ..

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sealed cans. Handled by all grocers.

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4 per cent interest  
paid on term deposits

3 per cent interest  
paid on ordinary and  
3 per cent on special  
ordinary accounts.

Safe Deposit Boxes \$2.00 a Year



MEMBERS OF THE FLEET COMMITTEE WHO HAVE BEEN CONSPICUOUS BY THEIR ENERGY

way to First street, west on First street to Hill street, south on Hill street to Seventh street, west on Seventh street to Westlake Park, through Westlake Park to Wilshire Boulevard, west on Wilshire Boulevard to Vermont avenue, south on Vermont avenue to Tenth street, east on Tenth street to Menlo avenue, south through Westmoreland Place to Pico street, west on Pico street to Harvard Boulevard, south on Harvard Boulevard to Hobart Boulevard, south on Hobart Boulevard to Twenty-second street, west on Twenty-second street through Berkeley Square to Hermosa street, south on Hermosa street to West Adams street, east on West Adams street to St. James Park, through St. James Park and Chester Place back to West Adams street, east on West Adams street to Figueroa street, north on Figueroa street to Washington street, east on Washington street to Grand avenue, north on Grand avenue to Seventeenth street, west on Seventeenth street to Hope street, north on Hope street to Sixth street, east on Sixth street to Olive street, north on Olive street to Fifth street, east on Fifth street to the soldiers' monument entrance of Central Park, and disperse.

(The autos will move slowly while downtown, giving all spectators ample opportunity to see the naval officers, but the column will keep to the right-hand curb of every street traversed.)

12 noon—Admirals Evans and Thomas and a few other high officers, accompanied by Mayor Harper and Lieut.-Gen. Chaffee call at Chutes Park for a

brief visit to the festivities of the 3500 sailors, witnessing the close of the athletic program and the opening of the big Spanish barbecue.

1 p. m.—Second one-half of chiefs and warrant officers are met at beach landings by committeemen and escorted to Los Angeles and on automobile tour of the city.

2 p. m.—Great Wild West Show opens at Agricultural Park. Free for sailors, 25 cents to general public, children 10 cents.

5:30 p. m.—Chiefs and warrant officers arrive at King Edward Hotel.

6 p. m.—Chiefs and warrant officers, 75 in number, are served banquet at Levy's Cafe, attended by local committee.

#### WEDNESDAY, APRIL 22.

THIRD DAY of Los Angeles Program of Entertainment.

#### Ball Day.

9 a. m.—All warships open to visitors.

9 a. m.—Shore-leave to 3500 sailors until following morning, and embark immediately on electric cars for Chutes Park, Los Angeles.

9:30 a. m.—Sailors' boxing and athletic and dancing program begins at Chutes Park, with barbecue following at noon. (Same program as Monday and Tuesday repeated.)

2 p. m.—Wild West Show for sailors at Agricultural Park. (Same program as Monday and Tuesday repeated.)

6 p. m.—250 officers leave warships, escorted by committees to special electric cars bound for Los Angeles to attend Grand Ball at Shriners' Auditorium in West Jefferson street.

6:30 p. m.—The 250 officers arrive at downtown hotels, where apartments are reserved for them overnight as guests of the City.

8:45 p. m.—Arrival commences of 2500 guests for Grand Ball at Shriners' Auditorium in West Jefferson street, and musical concert is rendered as they assemble, lasting until 9:30 p. m.

9:30 p. m.—The Grand March of the Ball moves, the Admirals, Captains, the Mayor and Chairmen of the Fleet Committee, with their ladies, leading. The Ball lasts until 3 a. m.

11:30 p. m.—Half of the total company at the Ball sits at supper, the others continuing the dances.

12:30 a. m.—Second half of the Ball company sits at supper. Dancing continues after supper by entire company, with carriages ordered for 3 a. m., at which hour officer guests are driven to their hotels.

#### THURSDAY, APRIL 23.

Fourth Day of Los Angeles Program of Entertainment.

#### Automobile Tour Day.

9 a. m.—Commander-in-Chief and 250 officers leave warships and are escorted by committeemen aboard special electric cars to the Alexandria Hotel for

## Use "L. A. Gas"

For over forty-one years we have been continually in the business of making and selling "L. A. GAS" to the people of Los Angeles and immediate vicinity. We have grown and developed with the City until today we have a generating plant of 20,000,000 cubic feet daily capacity and a distributing system comprising over 435 miles of mains.

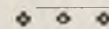
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A spacious residence park, beautifully located and lavishly improved—a carefully restricted section, surrounded by attractive homes—where property can be purchased at very moderate prices, with special inducements to those who build homes.

Windermere Park has excellent car service—"Heliotrope Drive" car, taken on Broadway, passes directly through the Park. Lots are large, at prices of \$800 and up, offered on reasonable terms. Get map and information at our office.

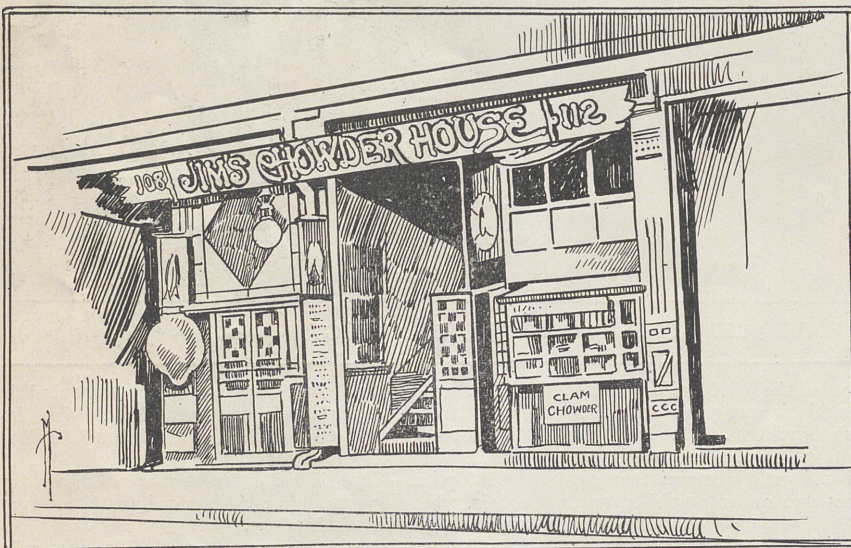


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**FISH** Fresh from the Ocean every tide  
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Cooked in our own style

ALWAYS OPEN

## Co-Operation Proves Popular

No better proof of the rapid growth and spread of the principles of co-operation as applied to living could be cited than the remarkable success which has attended the early efforts of La Prosperidad Colony Association, which was organized in this city a short two months ago, and is now busying itself with the practical details of its plan to colonize on the co-operative plan a vast tract of 500,000 acres of virgin, fertile soil in the peninsula of Lower California, Mexico.



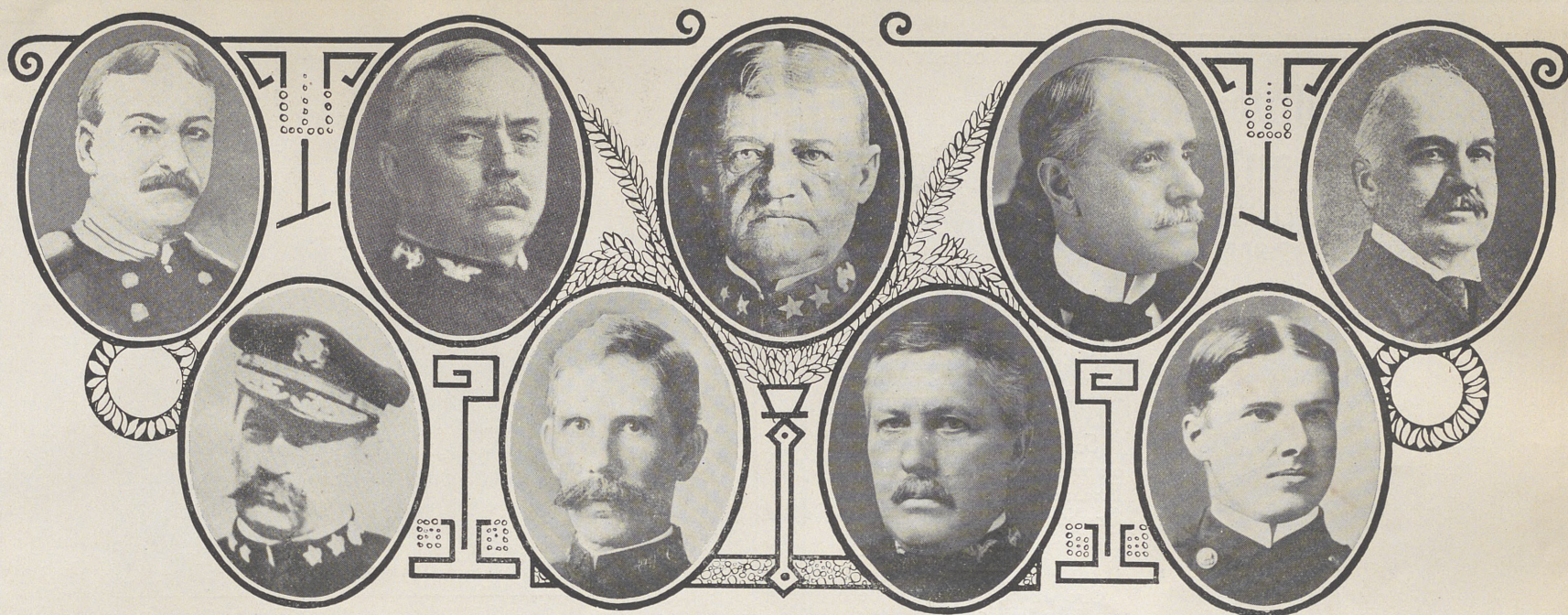
Gathering Heniquen.

The association's plan is quite simple and practical. It represents all the best, practical thought on co-operation which a century of philosophers and philanthropists has produced, and it carefully and admirably avoids all the complexities, impracticabilities and absurdities which have characterized former co-operative schemes and caused them to fail.

The movement has "caught on" with surprising rapidity, and today there is no room for doubt that the colony will prove a success. The colony will engage in agriculture, horticulture, manufacturing, mining, fishing, bee raising, silk culture and commerce.

La Prosperidad Colony Association invites inquiries from all interested. All letters addressed to Byron Hall, president, or to La Prosperidad Colony Association, will be promptly answered. Write or Call at once for pamphlet, giving full information, at

536-541 Chamber of Commerce Bldg., Los Angeles, Cal.



REAR-ADMIRAL EVANS AND THE OFFICERS WHO SAFELY PILOTED THE FLEET FROM THE ATLANTIC TO THE PACIFIC

Chas. M. Thomas, Rear-Admiral.

Royal Rodney Ingersoll, Capt.

Robley D. Evans, Rear-Admiral.

Chas. S. Sperry, Rear-Admiral.

H. Osterhaus, Capt.

Wm. H. Emory, Rear Admiral.

Richard Wainwright, Capt.

Seaton Schroeder, Capt.

Lieut. W. R. Gherardi.

an all-day automobile ride to Pasadena and through outlying show places.

9 a. m.—All warships open to visitors until 4 p. m.

9 a. m.—Remaining 3500 sailors are given shore-leave until following morning and embark for Chutes Park, Los Angeles.

9:30 a. m.—Admirals and 250 officers arrive at Alexandria Hotel and are apportioned in parties of from four to seven for an all-day automobile tour.

9:45 a. m.—The 250 officers embark in 60 automobiles driven by their owners from the Fifth street entrance of the Alexandria Hotel for Pasadena, where luncheon will be served and a drive around the city taken, closing with a reception at the Annandale Golf Club. The route of the Pasadena Day procession, all of which is decorated, is as follows:

#### Route of Pasadena Auto Drive.

Leaving Alexandria Hotel at 9:45 a. m., north on Spring and Main streets, past the Plaza to Buena Vista street, on Buena Vista street and Downey avenue, out through Alhambra and to Pasadena, entering on Fair Oaks avenue.

The excursionists will be met by a Pasadena Committee with additional automobiles and the following specially-decorated route in Pasadena will be traversed: From Fair Oaks avenue east on Colorado street to Madison, on Madison to Walnut, west on Walnut to Ford Place, through Ford Place to Los Robles avenue, north on Los Robles to Walnut, west on Walnut past Library Park to Raymond avenue, north on Raymond avenue to Chestnut, west on Chestnut to Lincoln avenue, north on Lincoln avenue to North Orange Grove avenue, west on North Orange Grove avenue through Westmoreland Place to Arroyo Drive, circling the Arroyo Seco to North Grand, south on North Grand to Lockhaven, east on Lockhaven to South Orange Grove avenue, south on South Orange Grove avenue to Arlington Court, west on Arlington Court to the famous Adolph Busch sunken gardens, circling back south on Orange Grove to Buena Vista (passing the homes of Mrs. George W. Childs and Mrs. James A. Garfield), east on Buena Vista through Oak Lawn to Columbia street, south on Fair Oaks avenue to California street, west on California street to the superb building and course of the Annandale Golf Club, where a short reception will be held.

Proceeding from the Annandale Golf Club at Pasadena the 250 officers in the automobile column will be driven along the Beverly Hills, through the Eagle Rock Valley into the scenic San Fernando Valley, through Hollywood, down past Laurel Canyon to the National Soldiers' Home at Sawtelle, where a stop of one-half hour will be made for the naval officers to greet the 3000 Civil War veterans, proceeding thence to the ocean front, along the Palisades through Santa Monica, Ocean Park, Venice and Redondo and back to the Alexandria Hotel, Los Angeles.

5 p. m.—The 250 officers and their escorts dis-

mount and disperse at the Alexandria Hotel.

6:30 p. m.—Band concert and illumination in Central Park.

7 p. m.—Fire works, dancing, vaudiville, etc., in Chutes Park free for the sailors.

#### FRIDAY, APRIL 24.

Last Day of Fleet's Stay in These Waters.

OPEN DAY for beaches and neighboring cities, special and private entertainments.

Special Program at All Beach Points.

9 a. m.—Shore-leave to 3500 sailors at various ports.

9 a. m.—All warships open to visitors until 4 p. m.

#### In Los Angeles.

3 to 6 o'clock p. m.—At Friday Morning Club-house, Figueroa street, Reception to Fleet officers by ladies of the Daughters of the American Revolution. "Open House" in all local clubs—privileges extended throughout Fleet's visit.

#### In San Pedro.

Boat races and aquatic sports.

#### In Long Beach.

Elaborate public celebration and entertainment program.

#### In Redondo.

Extensive program of festivities for officers and men.

#### In Venice, Ocean Park and Santa Monica.

Great special program of entertainment—free to officers and men, with music and dancing.

#### SATURDAY, APRIL 25.

Day of Departure—Entire Fleet Reassembles.

6 a. m.—Flagship Connecticut steams out of San Pedro Harbor and heads northward; Second Division from Long Beach falls in line; Fourth Division follows on reaching Redondo; Third Division takes position at Santa Monica Bay.

7 a. m. (approximately)—Entire Fleet passes across Santa Monica Bay northbound for Santa Barbara, the sixteen battleships joining in the firing of a farewell salute of one hundred guns.

#### Official Itinerary for Northern Cities.

Santa Barbara.—Arrive Saturday, April 25, at 4 p. m. Leave Thursday, April 30, at 10 a. m.

Santa Cruz.—Arrive Friday, May 1, at 10 a. m. Leave Monday, May 4, at 3 p. m.

San Francisco.—Arrive Thursday, May 5, at 2 p. m. Review of combined Atlantic and Pacific Fleets (50 warships) by Secretary of the Navy Metcalf aboard the Yorktown, on Friday, May 8. Sail for Honolulu on trip around the world, with calls in Samoa, New Zealand, Australia, the Philippines, Japan and China, with Admiral Sperry in supreme command, on July 6, after returning from a visit to Puget Sound ports. Return arrival in New York scheduled for just one year from date of departure from Hampton Roads, Virginia, or on December 16, 1908.

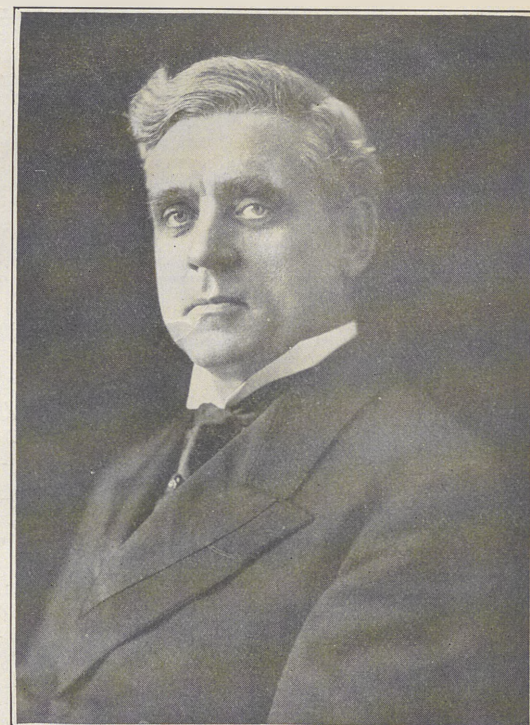


Photo by Steckel

#### JOSEPH SCOTT

Chairman of the Banquet Committee of the Fleet Committee and Prominent Attorney.

The moving spirit of the "Admiral's Banquet" at the Hotel Alexandria, the most magnificent affair of the kind ever seen in the West, is Joseph Scott.

Mr. Scott is to be toastmaster of the big banquet; he was the unanimous and only choice of the local citizenship, and no more happy selection could possibly be made.

Mr. Scott is one of the most prominent and highly-honored workers for the success of the Catholic Church among the laymen of the faith in the West. He has headed many successful enterprises of the Church in the West, such as the bringing of the conclave of the Knights of Columbus to this city, and is a prime mover in the Newman Club. He ranks with the first young orators of the West in the wit, eloquence, magnetism and vigor of his public speaking.

JOHN LOPIZICH, President M. ORSATTI, Vice-Pres. JOHN CASTERA, Vice-Pres.  
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Savings Deposits received on which interest is allowed. Exchange and Letters of Credit issued on all parts of the world.

One of the most notable of the late improvements is the new ten story fireproof building of the INTERNATIONAL SAVINGS AND EXCHANGE BANK at the corner of Spring and Temple Sts. The great feature of this fine appearing building is the fact that it is situated directly opposite the site of the new Post Office now being erected. For this reason

business men, especially attorneys, are crowding for offices in this building. Although THE INTERNATIONAL SAVINGS AND EXCHANGE BANK has been established but a short time it is already replete in banking business and makes a specialty of Foreign Exchange.

225-227 NORTH SPRING STREET

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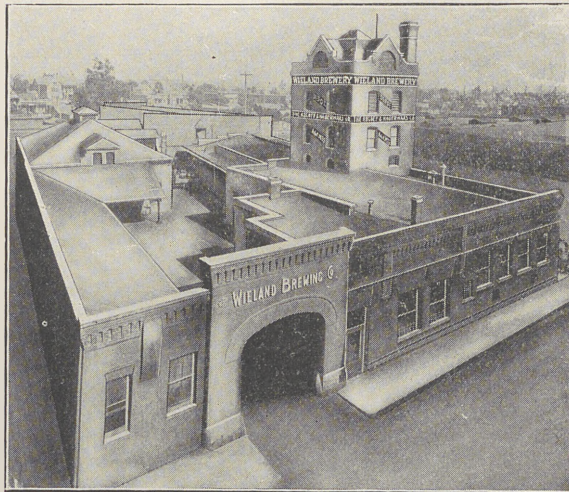


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CALIFORNIA'S PRIDE

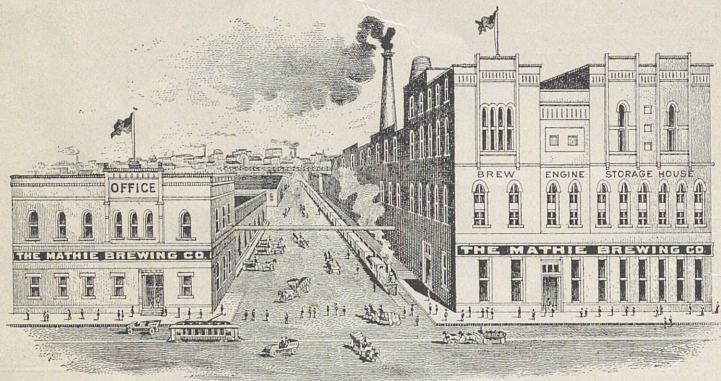
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## THE MATHIE BREWING CO.

Three years in business and we've been growing since we started. Why? Because the American people are drinking more beer every year and less whiskey, and are therefore becoming a temperate nation.

### Therefore

Drink Mathie's Red Ribbon Beer. The beer of purity and quality

A HEARTY WELCOME TO ALL THE BOYS  
OF THE NAVY

COME AND SEE US

USE THE BEST

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HAMS BACON LARD

All products U. S. Government inspected thus insuring their wholesomeness.

Our Angelus Lard insures perfection and cleanliness of manufacture.

HAUSER PACKING CO.

Los Angeles, U. S. A.

# Complete Official Roster of the Vessels and Officers of Admiral Evans' Fleet

This official roster of the vessels and officers of the Atlantic Fleet was taken from the records of the Navy Department at Washington, D. C., after the fleet set sail from Hampton Roads, and contains the names and titles of every officer on the sixteen warships, the torpedo boats and auxiliaries.

**FIRST SQUADRON:** First Division—Battleships, Connecticut (Fleet, Squadron and Division Flagship), Kansas, Vermont, Louisiana. Second Division—Battleships, Georgia (Division Flagship),

New Jersey, Rhode Island, Virginia.

**SECOND SQUADRON:** Third Division—Battleships, Minnesota (Squadron and Division Flagship), Ohio, Missouri, Maine. Fourth Division—Battleships, Alabama (Division Flagship), Illinois, Kearsarge, Kentucky.

**SECOND TORPEDO FLOTILLA:** Torpedo boats Whipple (Flotilla Flagship), Truxton, Lawrence, Hopkins, Hull, Stewart.

**AUXILIARIES:** Fleet repair ship, Panther; fleet store ship, Culgoa; fleet store ship, Glacier; tender to Commander-in-Chief, Yankton; Torpedo Flotilla store ship, Arethusa.

Commander-in-Chief, Rear-Admiral Robley Dungli-

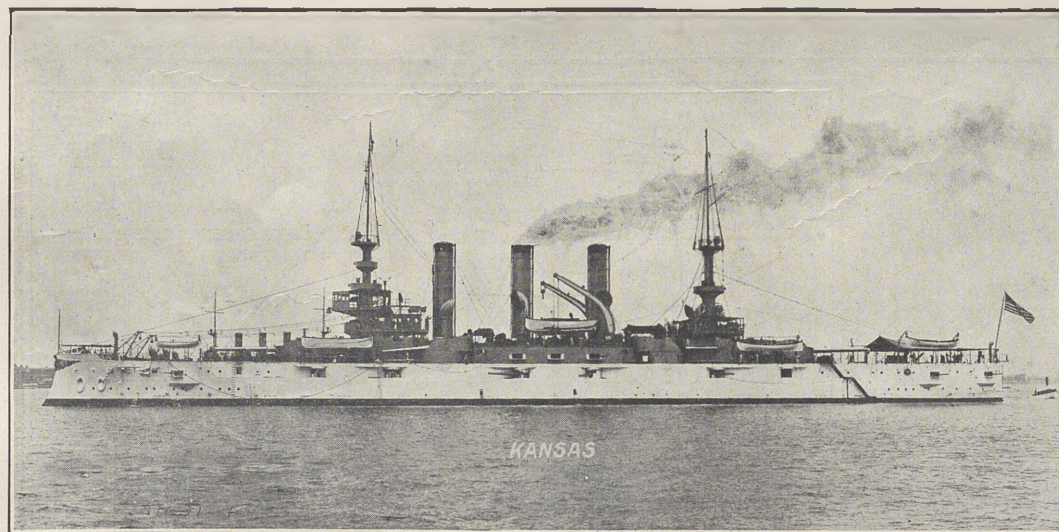
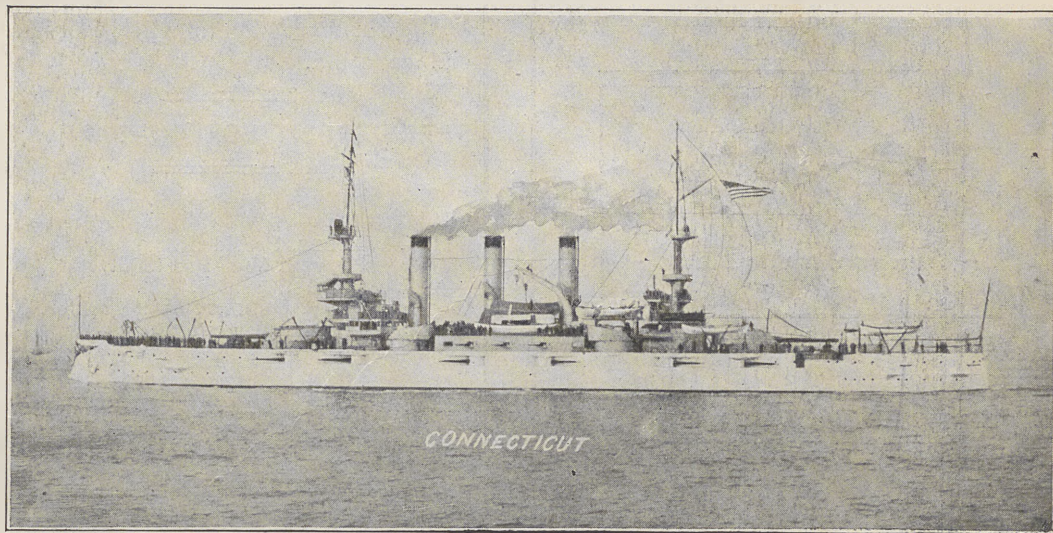
son Evans. Personal Staff: Captain R. R. Ingersoll, Chief of Staff; Lieut.-Commander L. H. Chandler, Aide; Lieut.-Commander R. MacLean, Aide. Fleet Ordnance Officer; Lieut. C. H. Train, Aide, Flag Lieutenant and Fleet Signal Officer; Lieut. D. A. Weaver, Aide, Fleet Athletic Officer.

Fleet Staff: Pay Inspector, H. A. Dent, Fleet Pay Officer; Surgeon, L. W. Curtis, Fleet Surgeon; Lieut.-Commander R. B. Higgins, Fleet Engineer; Major Dion Williams, Fleet Marine Officer.

Technical Staff: Naval Constructor R. H. Robinson (Battleship Connecticut); Asst. Naval Constructor L. B. McBride (Battleship Georgia); Asst. Naval Constructor E. H. Hamner (Torpedo Flotilla).

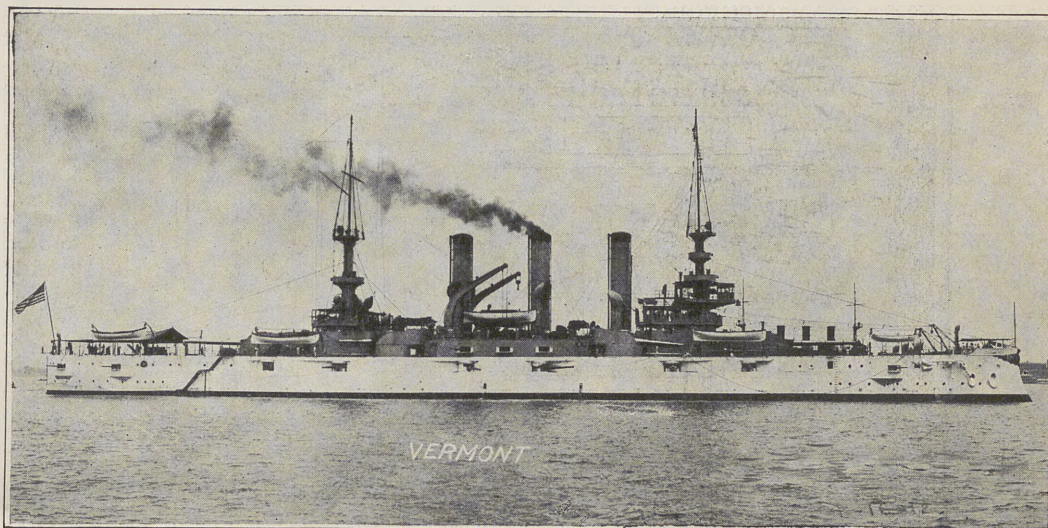
**FIRST DIVISION OF THE FIRST SQUADRON:** Rear-Admiral Evans, commanding division and squadron.

**BATTLESHIP CONNECTICUT,** Fleet and Division squadron: Capt. H. Osterhans, commanding; Lieut.-Com. H. B. Higgins (Fleet and Senior Engineer Officer); Lieut.-Com. M. L. Bristol (Executive Officer); Lieut.-Com. G. C. Day; Lieut.-Com. S. P. Fullinwider; Lieuts. H. E. Yarnell, G. L. Smith, W. P. Cronan, C. S. Freeman, Hayne Ellis, B. A. Long, Adolphus Staton, Richard Wainwright; Midshipmen A. Sharp, G. L. Caskey, J. W. W. Cumming, I. H. Mayfield, R. C. Needham, R. C. Parker, E. A. Lofquist, J. Baer, G. M. Dallas, G. McK. Lynch, C. Humphrey; Surgeon L. W. Curtis (Fleet and Ship's Medical Officer); Passed Asst. Surgeon P. E. McDonnold, Asst. Surgeon R. C. Ransdell; Chaplain M. C. Gleeson, Major Dion Williams (Fleet, Commanding Marine Detachment); Capt. C. C. Carpenter, Pay Clerk B. L. Lankford, Pay Clerk J. M. Holmes (Fleet Pay Clerk); Chief Boatswain Henry Hudson; Chief Gunner F. C. Messenger; Gunner W. C. Bean, Chief Carpenter C. S. Taylor; Warrant Machinists J. W. Murry, J. T. Briggs, R. Iverson.



**BATTLESHIP KANSAS:** Capt. C. E. Vreeland, commanding; Lieut.-Com. P. Andrews (Executive Officer); Lieut.-Com. W. C. Cole; Lieutenants H. C. Mustin, J. K. Taussig, E. C. Kalbfus, A. B. Keating, J. M. Enochs; Ensigns J. S. Arwine, W. F. Halsey, C. R. Rodgers, H. G. Bowen; Midshipmen W. P. Williamson, W. S. Farber, A. D. Turnbull, A. N. Cohen, S. Danenhower, C. F. Blackburn, T. A. Symington, R. S. Galloway, E. A. Ewing, J. Brooks, G. W. Simpson, J. Parker, Jr.; E. D. Almy; Surgeon J. M. Moore (Medical Officer), Passed Asst. Surgeon F. A. Asserson, Paymaster J. H. Merriam, Capt. A. E. Harding (Commanding Marine Detachment); Second Lieut. H. S. Green, Marine Corps; Pay Clerk C. F. Bennett; Chief Boatswain, James Bowling; Gunner G. W. Irwin; Gunner, C. D. Holland; Carpenter C. A. Maaske; Warrant Machinists E. G. Affleck, J. L. Barnswell, F. R. Barker.

**BATTLESHIP VERMONT:** Capt. W. P. Potter, commanding; Lieut.-Com. L. C. Bertolette (Executive Officer); Lieut.-Com. A. Althouse; Lieutenants L. C. Palmer, L. M. Overstreet, W. P. Hardy, H. L. Brinser, C. P. Snyder; Ensigns S. C. Rowan, S. M. Robinson, R. A. Dawes, B. L. Canaga; Midshipmen R. T. Hanson, H. T. Dyer, G. M. Courts, J. L. Hydrick, L. F. Thibault, W. F. Cochrane, F. P. Lilley, R. S. McConnell, H. H. Norton, R. C. Coffman, P. N. L. Bellinger, H. E. Welte; Surgeon F. M. Furlong, Passed Asst. Surgeon C. E. Ryder, Paymaster J. S. Higgins, Asst. Paymaster E. H. Douglas, Capt. C. H. Lyman (commanding Marine Detachment); Second Lieut. A. B. Drum (Marine Corps); Pay Clerk W. H. Crapp; Chief Boatswain Philip Mullen, Chief Carpenter T. E. Riley, Gunner W. J. Creelman, Gunner, F. E. Meredith, Warrant Machinists W. R. Seofield, Henry Smith, C. A. Rowe.



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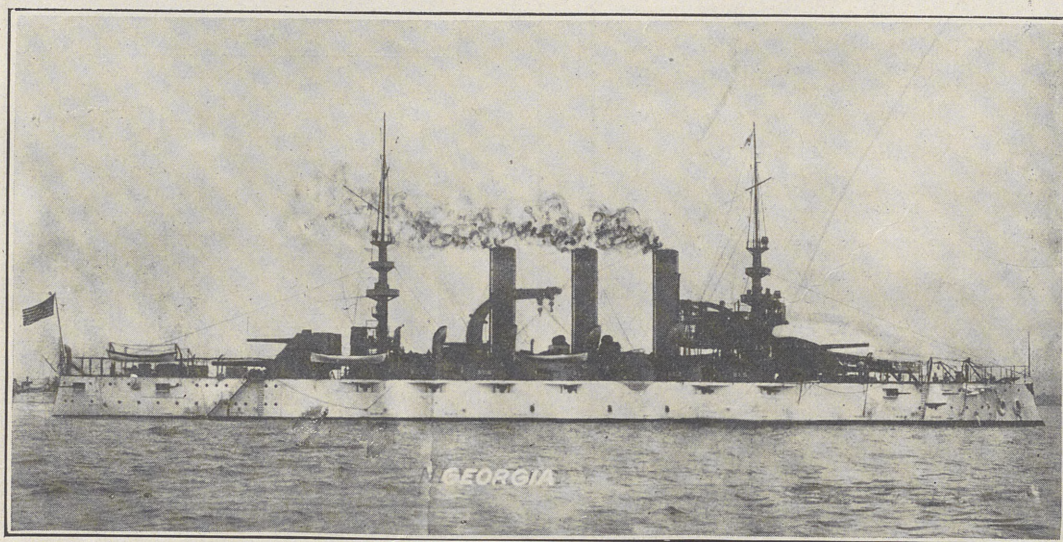
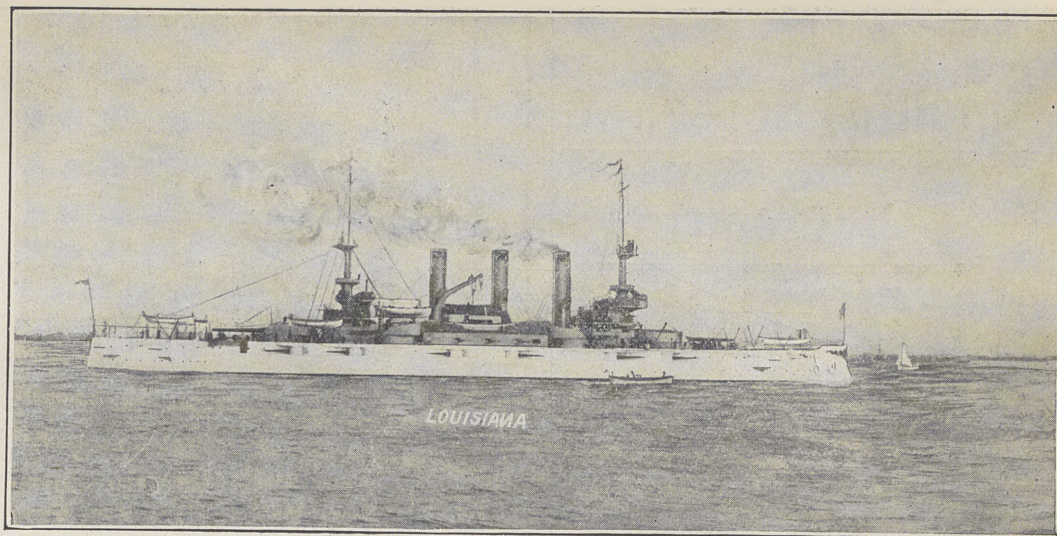
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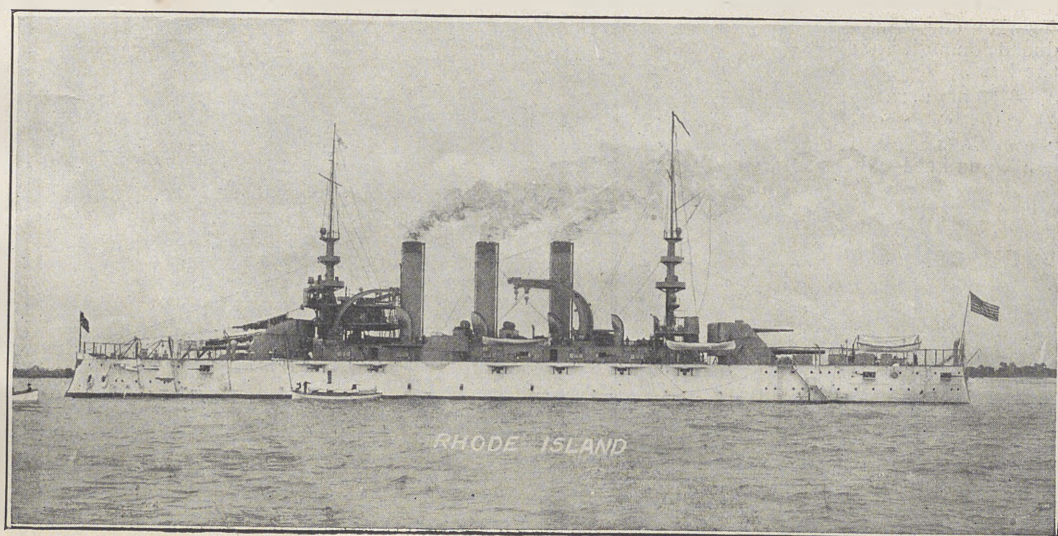
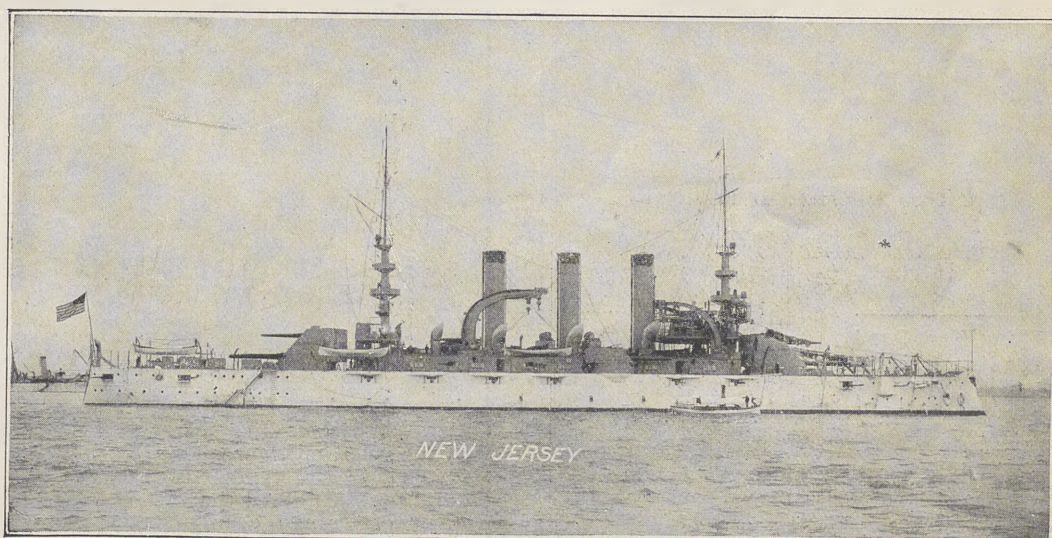
BATTLESHIP LOUISIANA: Capt. R. Wainwright, commanding; Lieut.-Com. E. W. Eberle (Executive Officer); Lieut.-Com. C. T. Jewell; Lieutenants R. W. McNeely, W. R. Sexton, F. T. Evans, C. H. Fischer, Z. H. Madison, H. W. Osterhaus; Ensigns N. W. Post, H. Frankenberger, A. K. Atkins; Midshipmen E. S. Moses, R. M. Brainard, F. W. Milner, D. E. Cummings, McKittrick, H. T. Kays, S. L. Henderson, F. A. L. Vossler, R. F. Bernard, W. R. Montcser, Surgeon A. R. Wentworth, Asst. Surgeon W. G. Steadman, Jr.; Paymaster F. Baldwin, Capt. J. W. Wadleigh (Commanding Marine Detachment); Second Lieut. R. S. Keyser; Pay Clerk G. B. Kimberley, Chief Gunners, James Shannin, Charles Hierdahl; Boatswain Alexander Stewart, Gunner Ediom Alberts, Carpenter T. O. Covell, Warrant Machinists Oscar Berentson, W. B. Stork, Charles Allen.



SECOND DIVISION OF THE FIRST SQUADRON: Rear Admiral William H. Emory, commanding. Personal Staff—Lieut. R. W. Henderson (Aide, Flag Lieutenant); Lieut. C. F. Hutchins (Aide).

BATTLESHIP GEORGIA, Flagship of Second Division: Capt. H. McCrea, commanding; Lieut.-Com. G. W. Kline (Executive Officer); Lieutenants C. P. Burt, P. Washington, E. P. Svarz, F. W. Osburn, R. C. Davis; Ensigns H. P. Kimmell, C. S. McDowell, M. M. Frucht, A. B. Cook; Midshipmen J. J. London, R. L. Lowman, A. W. Brown, Jr.; C. L. Wright, R. W. Mathewson, W. G. Child, L. F. Kimball, G. M. Ravenscroft, A. A. Corwin, H. J. Abbett, N. L. Nichols, E. F. Clement, L. C. Scheibla; Surgeon R. P. Crandall, Passed Asst. Surgeon J. P. Traynor, Paymaster Richard Hatton, Chaplain C. M. Charlton, Capt. J. A. Beaumont (Commanding Marine Detachment); First Lieut. L. P. Pinkston (Marine Corps); Pay Clerk G. G. Schweizer, Chief Gunner J. J. Murry, Chief Carpenter, J. P. Yates, Boatswain Edwin Murphy, Gunner Oscar Borgeson, Warrant Machinists J. V. Jacobsen, John Burns, Willis Dixon.

BATTLESHIP NEW JERSEY: Capt. W. H. H. Southerland, commanding; Lieut.-Commanders P. W. Hourigan (Executive Officer); E. H. Durell, F. B. Upham, F. Lyon; Lieutenants F. C. Martin, O. C. Dowling, C. W. Early, N. S. Corning, W. J. Moses; Ensign W. Liggett, Jr.; Midshipmen J. R. Morrison, I. C. Kidd, J. B. Goldman, W. L. Beck, M. A. Libbey, C. C. Gill, R. A. Burford, W. W. Lawrence, C. A. Jones, M. J. Torlinski, H. H. Ritter, Surgeon N. J. Blackwood, Asst. Surgeon M. H. Ames, Paymaster J. R. Sanford, Capt. W. H. Parker (Commanding Marine Detachment); Second Lieut. W. F. Vevan; Pay Clerk R. A. Ashton, Chief Boatswain Percy Herbert, Chief Gunners F. H. Whitney, W. H. T. Schluter; Chief Carpenter W. H. Sampson, Warrant Machinists John Dexter, E. W. Andrews, J. H. McDonough.



BATTLESHIP RHODE ISLAND: Capt. J. B. Murdock, commanding; Lieut.-Commanders J. W. Oman (Executive Officer), G. N. Hayward, P. Babin; Lieutenants W. B. Wells, J. T. Bowers, C. R. Kear; Ensigns B. Barnette, D. W. Bagley, W. A. Smead, J. D. Little; Midshipmen H. R. Greenlee, J. T. G. Stapler, E. D. Washburn, Jr., H. B. Kelley, F. C. Starr, W. H. Lee, H. Campbell, C. T. Osburn, L. E. Brattan, B. H. Bruce, R. P. Emrich, J. H. Klein, Jr., G. T. Swasey, Surgeon E. P. Stone, Asst. Surgeon H. L. Dollard, Paymaster E. E. Goodhue, Chaplain J. F. Fleming, Capt. L. M. Little (Commanding Marine Detachment); Second Lieutenant H. T. Vulte (Marine Corps); Pay Clerk T. F. Howe, Chief Gunner J. F. Swift, Chief Carpenter C. L. Bennett, Boatswain H. F. Marker; Gunner C. F. Ulrich, Warrant Officers M. S. Holloway, C. R. Johnson, C. S. Wolf.

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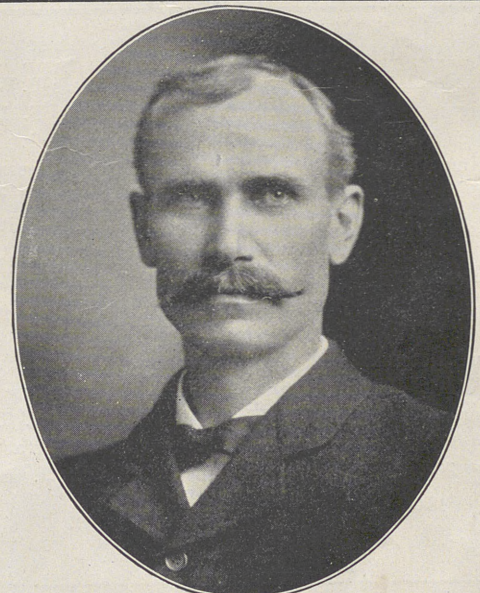
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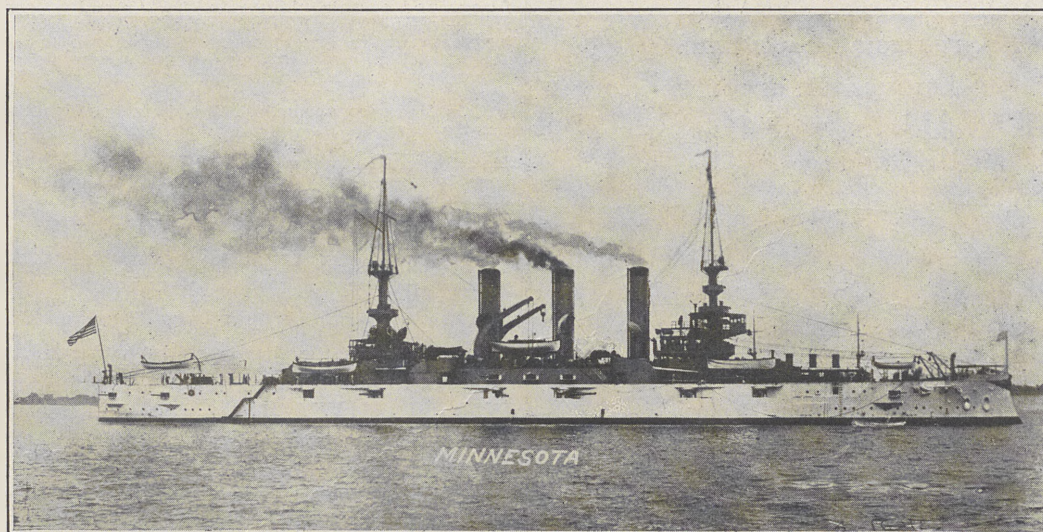
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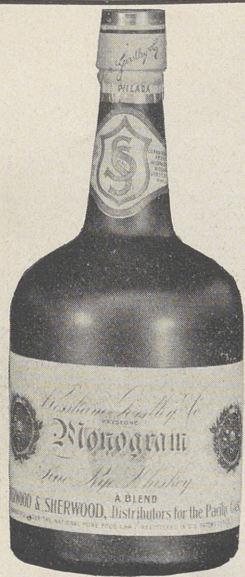
**THIRD DIVISION, SECOND SQUADRON:** Rear Admiral Charles M. Thomas, commanding; Personal Staff—Lieut. K. G. Castleman (Aide, Flag Lieutenant); Lieut. F. D. Berrien (Aide).

**BATTLESHIP MINNESOTA,** Flagship of Third Division: Capt. J. Hubbard, commanding; Lieut.-Commanders W. G. Miller (Executive Officer); W. K. Harrison, O. P. Jackson; Lieutenants I. C. Wetengel, C. P. Nelson, J. J. Hyland, R. R. Adams; Ensigns H. R. Stark, W. Ancrum, H. F. Leary, L. W. Townsend; Midshipmen R. Hill, R. A. Spruance, W. P. Beehler, J. M. Schelling, W. O. Wallace, C. R. Hyatt, J. S. Barleon, E. G. Allen, W. F. Amsden, V. E. Clark, W. E. Sherlock, T. A. Thompson, Jr., Surgeon W. B. Grove, Asst. Surgeon W. S. Kuder, Paymaster G. M. Staekhaus, Chaplain S. K. Evans, Capt. L. Feland (Commanding Marine Detachment); Second Lieut. D. M. Randall (Marine Corps); Pay Clerk J. L. Carter, Chief Boatswain Martin Fritman, Chief Gunner F. S. Aveson, Chief Carpenter J. F. McCole, Gunner H. J. Palmer, Warrant Machinists David Purdon, J. M. Ober, J. L. Valliant.

**BATTLESHIP OHIO:** Capt. C. W. Bartlett, commanding; Lieut.-Commanders W. A. Edgar (Executive Officer); J. F. Hubbard, W. K. Gise; Lieutenants S. L. Sheffield, C. W. Cole, C. T. Wade, F. W. Sterling; Ensigns C. K. Jones, R. P. McCullough, H. Brown; Midshipmen R. S. McDonald, A. C. Read, J. A. Monroe, C. W. Crosse, C. S. Keller, R. B. Walker, C. E. Hovey, G. Joerns, Surgeon W. H. Garton, Past Asst. Surgeon G. N. Myers, Past Asst. Paymaster J. A. B. Smith, Capt. H. C. Davis (Commanding Marine Detachment); First Lieut. A. B. Owens (Marine Corps); Pay Clerk T. M. Schnotala, Chief Boatswain A. F. Benzon, Chief Gunners A. S. Maekenzie, B. E. Staples; Carpenter R. H. Neville, Warrant Machinists Charles Hammond, J. P. Richter, Bernhard Christenson, A. V. Kettels, L. N. Luisley.



**BATTLESHIP MISSOURI:** Capt. G. A. Merriam, commanding; Lieut.-Commanders A. H. Seales (Executive Officer); J. H. Sypher; Lieutenants J. H. Holden, J. E. Lewis, J. P. Murdock, R. Wallace, R. Henderson, F. B. Freyer; Ensigns D. McD. Le Breton, W. L. Culbertson, L. N. McNair; Midshipmen D. L. Howard, W. C. I. Stiles, L. B. Angerson, P. G. Lauman, C. R. Clark, J. B. Howell, C. C. Krakow, W. T. Mallison, C. Rotalde, Surgeon L. W. Spatling, Asst. Surgeon H. L. Smith, Paymaster W. H. Doherty, Capt. J. S. Currill (Commanding Marine Detachment); Second Lieut. R. L. Denig (Marine Corps); Pay Clerk W. McDonough, Chief Gunner J. H. Lohman, Chief Carpenter L. S. Warford, Boatswain David White, Gunner Harry Riech, Warrant Machinists K. D. Grant, F. P. Mugan, A. W. Bird.



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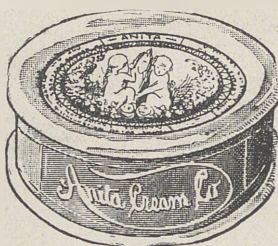
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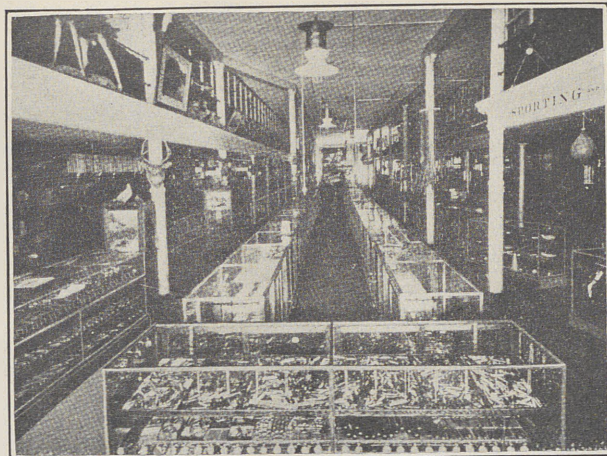
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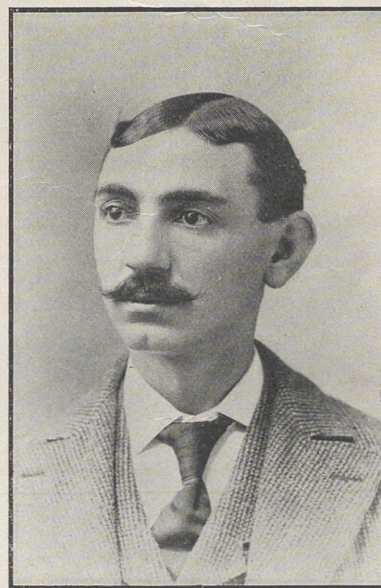
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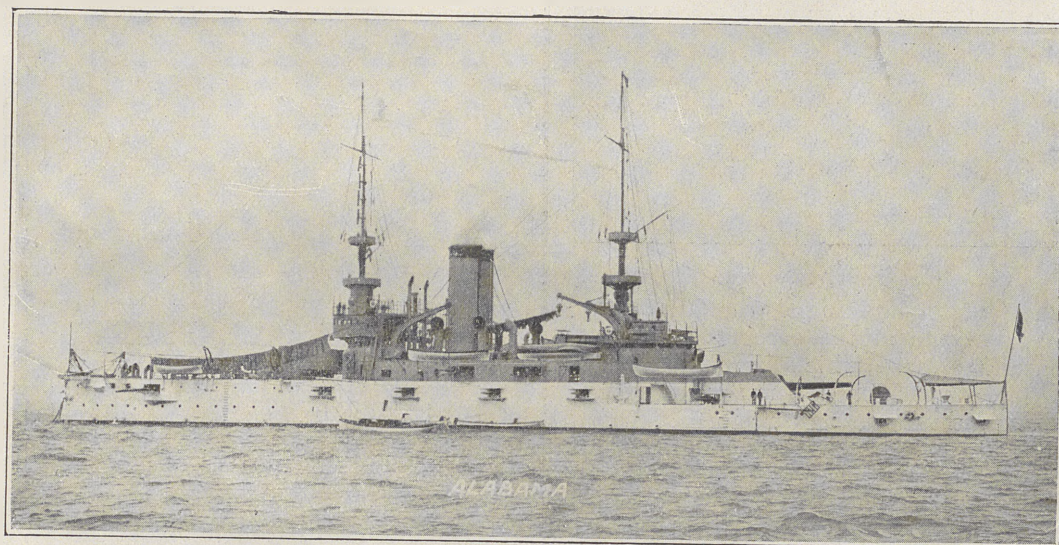
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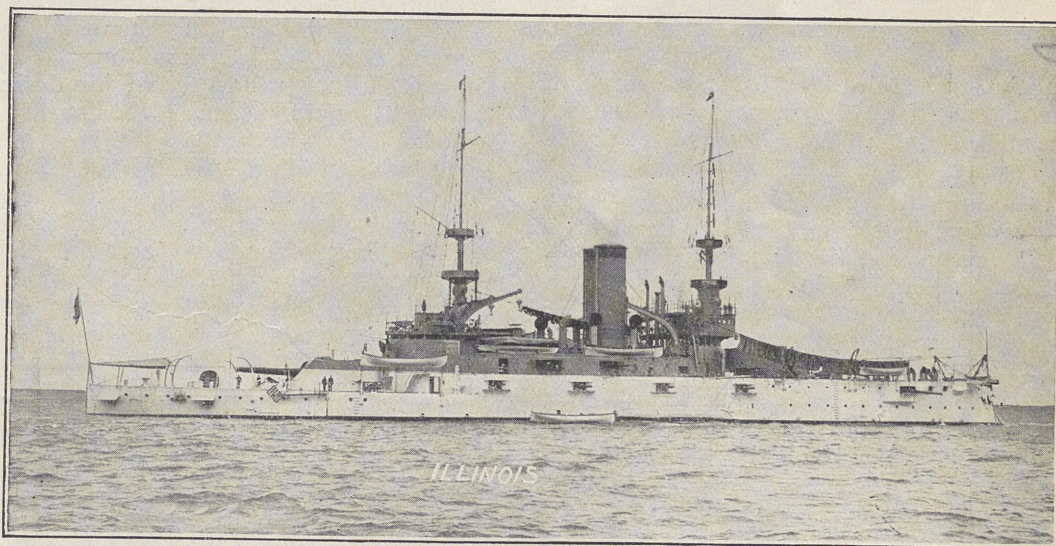


FOURTH DIVISION, SECOND SQUADRON: Rear-Admiral Charles S. Sperry, commanding; Personal Staff—Lieut. D. W. Wurtsbaugh (Aide, Flag Lieutenant); Ensign H. Powell (Aide).

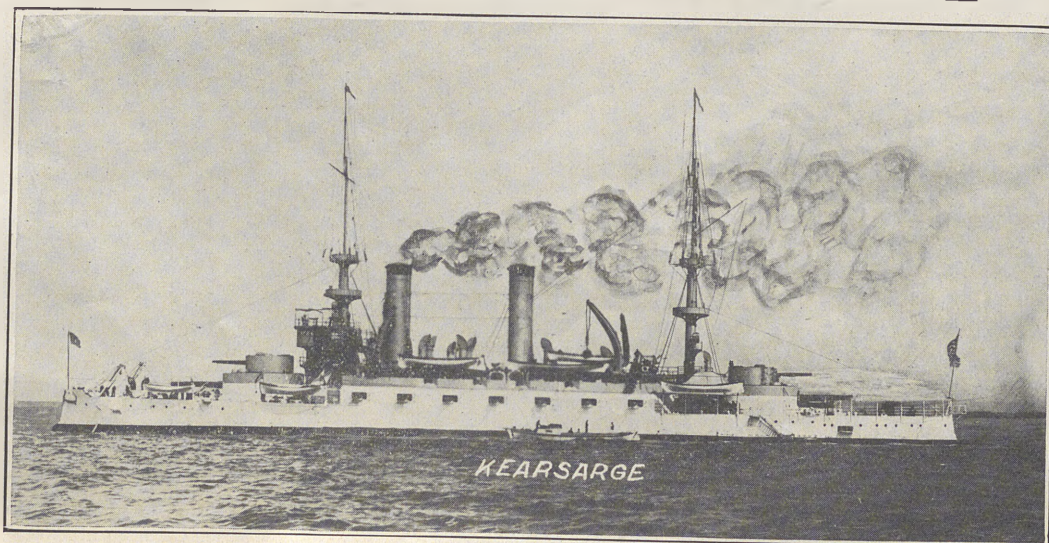
BATTLESHIP ALABAMA, Flagship of Fourth Division: Capt. T. E. DeW. Veeder, commanding; Lieut.-Commanders T. P. Magruder (Executive Officer); C. B. McVay, Jr.; Lieutenants R. I. Curtin, E. Woods, W. N. Jeffers, H. E. Cook; Ensigns H. H. Michael, B. K. Johnson, L. Minor; Midshipmen H. N. Jensen, A. S. Rees, C. A. Bonvillian, J. B. Rhodes, L. M. Stevens, J. W. Lewis, R. T. Keiran, A. S. Farquhar, F. M. Knox, E. C. Kittel, Surgeon L. L. VonWedekind, Past Asst. Surgeon F. W. S. Dean, Paymaster F. B. Colby, Capt. J. McE. Huey (Commanding Marine Detachment); Second Lieut. J. R. Horton, Pay Clerk J. Reay, Chief Boatswain J. A. Riley, Chief Gunner W. G. Smith, Chief Carpenter Charles Thompson, Gunner Emil Swanson, Warrant Officers A. H. Hawley, G. W. Byrne, W. P. Davis.



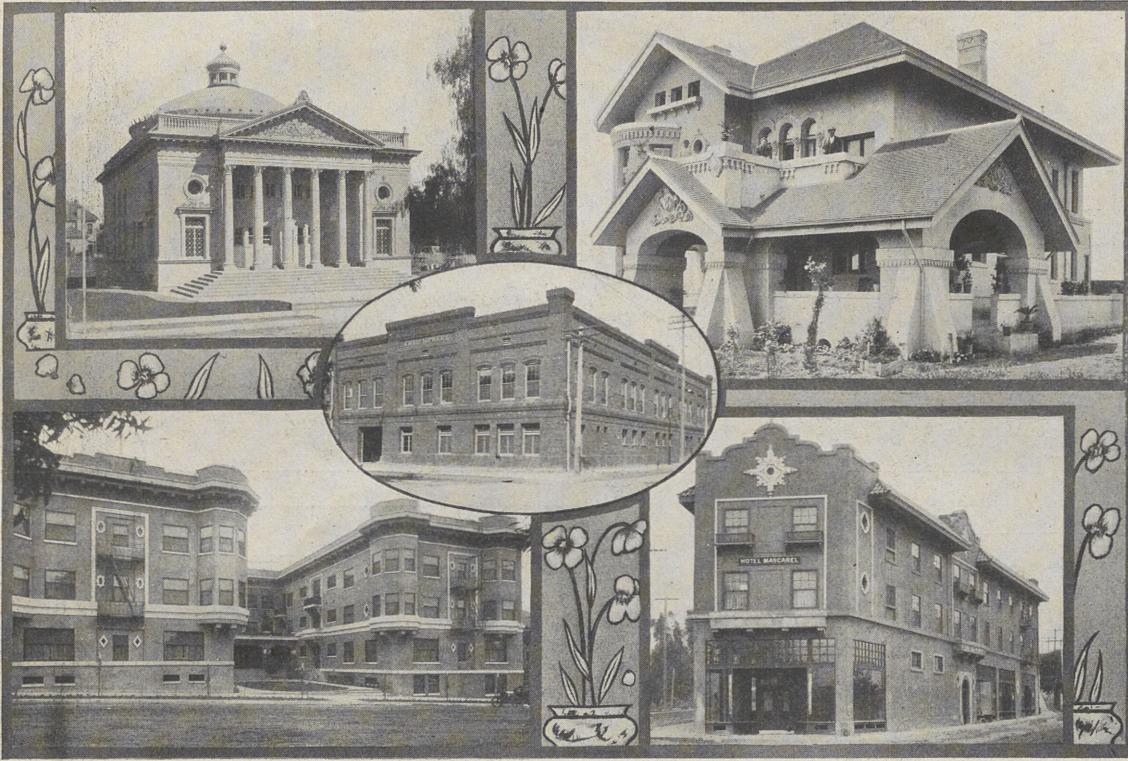
BATTLESHIP ILLINOIS: Capt. J. M. Bowyer, commanding; Lieut.-Commanders A. P. Long (Executive Officer), L. D. de Steiger, H. A. Pearson; Lieutenants V. S. Houston, F. J. Horne, Jr.; G. W. Steele; Ensigns C. H. Bullock, C. A. Richter, R. C. MacFall, A. W. Sears; Midshipmen G. S. Bryan, A. L. Bristol, G. A. Alexander, G. E. Lake, C. H. Keppler, R. Jacobs, L. H. Maxfield, B. B. Taylor, L. J. Gulliver, H. L. Spencer, Surgeon E. M. Shipp, Past Asst. Surgeon C. M. Oman, Paymaster G. W. Reeves, Jr., Capt. A. S. Williams (Commanding Marine Detachment); First Lieut. F. S. Wiltse (Marine Corps); Pay Clerk G. W. Masterton, Chief Gunner Herbert Campbell, Boatswain J. P. Judge, Gunner Harry Adams, Carpenter S. C. Burgess, Warrant Machinists Adam Gibson, H. I. Edwards, Adolph Peterson.



BATTLESHIP KEARSARGE: Capt. H. Hutchins, commanding; Lieut.-Commanders N. C. Twinning (Executive Officer); J. B. Chase, R. D. Hasbrouck; Lieutenants S. B. Thomas, H. H. Royall, B. T. Bulmer; Ensigns R. C. Smith, A. C. Stott, L. T. Davis, L. Cresap, G. W. Haines; Midshipmen M. E. Manly, W. A. Hall, A. A. Garelon, C. R. Robinson, A. W. Frank, R. LaC. Stover, R. F. Frelsen, F. X. Gyax, H. H. Johnstone, B. A. Strait, Surgeon H. D. Wilson, Asst. Surgeon E. L. Woods, Paymaster H. DeF. Mel. Capt. R. H. Dunlay (Commanding Marine Detachment); First Lieut. R. B. Farquharson, Pay Clerk A. M. Jones, Boatswain Harry Williams, Gunner W. H. Walker, Carpenter J. L. Jones, Warrant Machinists J. A. Hiskey, B. C. Howard, W. S. White.



Five of Fernand Parmentier's Creations.



Mr. Fernand Parmentier is the designer of several of the finest office buildings, churches and residences in Los Angeles and also of a number of buildings in Pasadena.

In 1895 Mr. Parmentier came to Los Angeles from Chicago, where he had been employed for some time with some of the leading architects of that city. He was for a few years associated with several of the best known designers in this city, during which time he completed plans for several business blocks, including the Homer Laughlin Building and the Frost Block. At this time he also designed the First Church of Christ, Scientist, on Figueroa street, one of the most beautiful churches in the city, a photograph of which is given above.

Thinking that he could do better work if entirely by himself, in 1900 Mr. Parmentier opened an office of his own and at the present time has a suite in the Byrne Building. Since that time he has become known as one of the greatest architects on the Pacific

Coast.

Among the later buildings is the Cambria-Union Apartments at the corner of Union and Cambria streets, which is a 120-room building of 42 apartments equipped with the improved disappearing wall beds. The beautiful interior court of this building is shown in the above photograph. Also the Mascarel Apartments at 807 Summit avenue is one of Mr. Parmentier's well planned buildings. Christopher's ice-cream factory at the corner of Twenty-first and Los Angeles streets was built by him and is the largest factory of its kind on the coast. Among the fine residences of his design is that of Germain Pellissier, the famous pioneer who died recently. Pictures of the three last-mentioned buildings are shown in the above group.

Other residences worthy of mention built by Mr. Parmentier are those of F. P. O'Connor, Pasadena, D. O. McCarthy, Louis Schirm, Geo. Stewart, Theo. Berth, all of Los Angeles, and a host of others.



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## Los Angeles Brewing Company

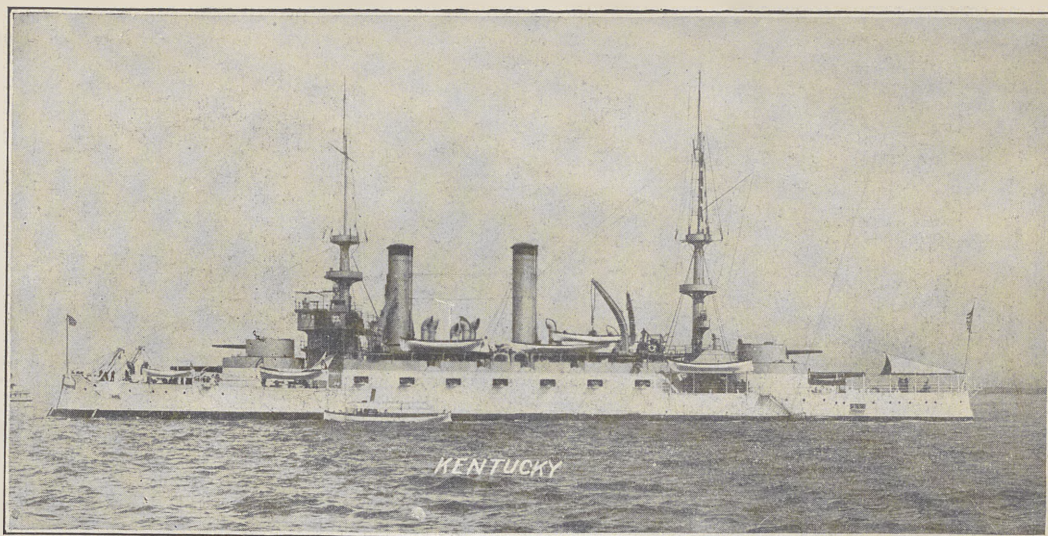


BREWERS AND BOTTLERS

"PATRONIZE HOME INDUSTRY"

VISITORS WELCOME

**BATTLESHIP KENTUCKY:** Capt. W. C. Cowles, commanding; Lieut.-Commanders H. A. Wiley (Executive Officer); J. K. Robison; Lieutenants T. T. Craven, F. Martin, W. Norris, H. A. Valdrige; Ensigns J. Grady, A. Claude, E. S. Robinson, B. Dutton, Jr.; Midshipmen W. L. Freidell, J. H. Towers, S. Doherty, J. F. Connor, E. F. Johnson, V. V. Woodward, A. W. Atkins, C. N. Hinkamp, R. R. Stewart, A. H. Miles, Surgeon A. G. Grumwell, Past Asst. Surgeon W. H. Rennie, Paymaster G. G. Seibels, Capt. R. S. Berkeley (Commanding Marine Detachment); Second Lieut. T. D. Barber, Pay Clerk F. W. Jepson, Chief Boatswain Allen Whipkey, Chief Gunner George Charrette, Carpenter Cabel Whitford; Warrant Machinists August Anschuetz, Charles Franz, F. J. M. Parduhn.



## Torpedo Boat Flotilla and Auxiliaries

**TORPEDO FLOTILLA:** Lieut. Hutch I. Cone, commanding. Flotilla Officers—Asst. Surgeon L. H. Schwerin, Medical Officer; Asst. Paymaster W. S. Zane, Pay Officer; Asst. Naval Constructor E. C. Hamner, Technical Staff of Commander-in-Chief. (Flotilla Medical and Pay Officers are quartered aboard the Arethusa).

**TORPEDO BOAT WHIPPLE,** Flagship: Lieut. Hutch I. Cone, commanding; Lieut. J. G. Church, Ensign O. C. F. Dodge, Midshipman H. G. Knox.

**TORPEDO BOAT TRUXTON:** Lieut. C. S. Kerrick, commanding; Ensign W. P. Gaddis, Midshipman A. C. Myers.

**TORPEDO BOAT LAWRENCE:** Ensign E. Friedrich, commanding; Midshipman R. P. Scudder, Midshipman R. S. Culp.

**TORPEDO BOAT HOPKINS:** Lieut. A. G. Howe, commanding; Ensign C. A. Richards, Midshipman F. H. Roberts, Midshipman H. Mercado, P. N.

**TORPEDO BOAT HULL:** Lieut. F. McCommon,

commanding; Ensign C. E. Smith, Midshipman H. Jones.

**TORPEDO BOAT STEWART:** Lieut. J. F. Hellweg, commanding; Ensign W. T. Lightle; Midshipman R. S. Edwards; Midshipman L. T. Zonzales, P. N.

**FLEET REPAIR SHIP PANTHER:** Com. V. S. Nelson, commanding; Lieut.-Com. L. M. Nulton, Lieut. E. H. DeLany, Lieut. J. C. Kress, Ensign J. P. Hart, Ensign H. A. Stuart, Past Asst. Surgeon J. D. Manchester, Asst. Paymaster T. Williamson, Jr.; Pay Clerk J. A. Rebertsch, Chief Boatswain Frank Carall, Chief Carpenter G. J. Shaw, Warrant Machinists C. L. Phillips, C. G. Nelson, W. F. Junlinx, G. W. Johnson.

**FLEET STORE SHIP GLACIER:** Com. W. S. Hogg, commanding; Lieut.-Com. C. J. Lang, Lieut. S. Gannon, Past Asst. Paymaster B. M. Dobson, Past Asst. Surgeon B. F. Jenness, Pay Clerk J. A. H. Rauch, Chief Boatswains Paul Hennig, John McCarthy; Boatswain J. E. Cartwright, Warrant Machinist R. F. Nourse.

**FLEET STORE SHIP CULGOA:** Lieut.-Com. J. B. Patton, commanding; Lieut. L. J. Connelly, Ensign W. H. Toaz, Ensign E. F. Greene, Ensign I. F. Dortch, Asst. Surgeon E. E. Curtis, Asst. Paymaster M. H. Karker, Pay Clerk F. L. Jones.

**TENDER TO COMMANDER-IN-CHIEF, YANKEE:** Lieut. W. R. Gherardi, commanding; Midshipman G. L. Caskey, Past Asst. Surgeon A. Stuart, Asst. Paymaster B. Mayer, Chief Boatswain Christian Crowe, Boatswain Alexander Hamilton.

**FLOTILLA STORE SHIP ARETHUSA:** Com. A. W. Grant, commanding; Lieut.-Com. B. B. Cierer, Lieut. J. O. Fischer.

**CIVILIANS ACCOMPANYING THE FLEET:** John B. Elliott (Kansas), Associated Press; N. Rose, (Georgia) United Press Association; F. Matthews (Louisiana), Laffin Press Association; Richard Barry (Minnesota), Hearst Press Association; J. B. Connelly (Vermont) special; R. S. Dunn (Rhode Island), special; F. Palmer (Connecticut), special; H. Reuterdaahl (Minnesota), Special. R. F. Zogbaum (Connecticut), Special.



James J. Jeffries' last public appearance with the gloves

The above photo of champion Jeffries, boxing with Jack Root, with Superior Court Judge B. N. Smith, as referee, was taken at the Athletic Club benefit for the San Francisco earthquake sufferers two years ago this month, and was his last public appearance with the gloves on.



Jim Jeffries as he looks today



SOME OF THE THIRTY-TWO APARTMENTS OWNED BY THEODORE WIESENDANGER

**THEODORE WIESENDANGER.**

Mr. Theodore Wiesendanger, the subject of this sketch, is one of the most extensive property owners in Los Angeles, a city of vast and rich estates. For the past twenty-three years his activities have been bent toward the substantial improvement of city acres and today he has splendid structures scattered over the best sections. He has made a specialty of apartment hotels and he owns and operates thirty-two fine institutions of this character at the present time. Mr. Wiesendanger conducts a large real estate, loan and insurance business, maintaining fine offices on the third floor of the Merchants' Trust Building, but his foresight and unusual aptitude in providing apartment hotels for the great Los Angeles demand has won him more than local fame and distinction.

Year in and year out the thirty-two apartment hotels owned by Mr. Wiesendanger afford commodious homes to thousands of transient tourists and permanent residents alike.

These institutions are distinctive and interesting in their detail. All of them are attractively located and are conducted on a popular-price plan that has proved a great "hit." They afford a completely furnished three-room apartment in a splendid section of the city, with hot and cold water, gas, electricity, bath and every other convenience, at from \$14 to \$20 per month.

In keeping with the spirit of the times specially constructed apartments for families with children have been erected at No. 911 Diamond street. Here the apartments

have large and beautiful playgrounds for the little folks, with playhouses, gymnasium, swings, palms and flowers. They give the children health and happiness in the glorious sunshine and fresh air of the Southland.

It was a deep love and sympathy for child-life that prompted Mr. Wiesendanger to create this unique institution, and he has carried the pretty sentiment into a hundred philanthropies which have endeared him to a host of friends, young and old. Every year at Christmas time the small army of the children of his tenants receive an invitation to share in the joys of a bounteous community Christmas tree. Not one of the little folk is forgotten at the festal season and the man responsible enjoys the merry occasion fully as much as any of his tiny guests.

The extent of Mr. Wiesendanger's varied interests in the upbuilding of Los Angeles can be realized when it is known that in addition to his great galaxy of apartment hotels he is constantly opening up new tracts, loaning large sums of money and handling big insurance deals. During the past three or four years he has subdivided approximately 500 acres of city property. His long residence and activity here have made him thoroughly familiar with every detail of prospects and values, and while his judgment is eagerly sought and depended upon by experts, he has directed investors to some of the most highly profitable transactions on record. His offices in the Merchants' Trust Building are almost constantly thronged with tourists as a result of his unflinching willingness to furnish reliable information regarding Los Angeles.

**JOHN B. ELLIOTT**

**Secretary of the Fleet Committee, Courier to the Fleet at Magdalena Bay and Manager of the Associated Press for the Southwest.**

The first man to meet and greet Rear-Admiral Robley D. Evans from and on behalf of the City of Los Angeles was John B. Elliott.

The Secretary is a writer of note throughout the West, a member of the American Press Humorists' Association, and a young man with a newspaper career replete with creditable feats and adventures.

Mr. Elliott journeyed to Magdalena via San Francisco aboard the cruiser South Dakota by special permission of the Navy Department and remains with the fleet on the northward trip.

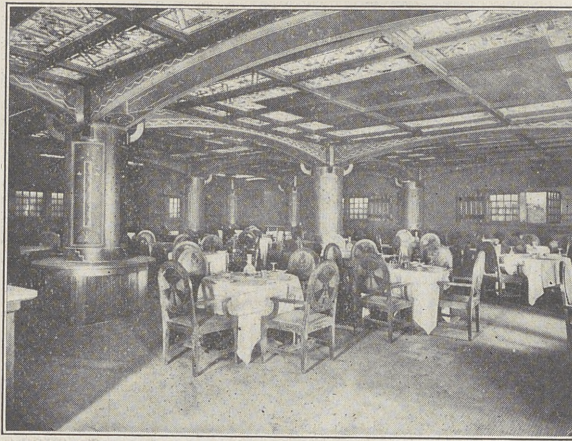
## Hotel Alexandria, Scene of the Big Banquet

Enthusiastic travelers have called it "the finest hotel in the world, bar none" and "the strongest drawing card of Los Angeles" and other things that seem extravagant to those who have not seen it—this Alexandria Hotel, where the Fleet Committee is entertaining the high naval officers and the "Admiral's Banquet" is to be held.

In the Alexandria the acme of hotel-building in California was reached, and the fruit of all the experience of Western entertaining was massed. In the conduct of its detail there has been combined a disregard of expense in obtaining ability together with exceptional good fortune in the enlistment of its staff.

There are larger hotels, there are more expensive ones, but the testimony of tens of thousands of travelers to Los Angeles is that there are not finer hotels in the art of entertaining, down to its finest detail, than the Alexandria.

The lobby and entrances are striking and magnificent—a perfect fairyland of gilt and marble and artistic molds. Gigantic Nubian



Mission Indian Grill

and Italian marble columns rise to the ceiling of the second floor, topped by Corinthian caps. They support a Salamancan balcony, or mezzanine floor, which overhangs three sides of the lobby.

This balcony is a favorite rendezvous for guests and their friends, affording exquisite quiet, comfort and convenience. It is an improvement of the idea that created the famous "Peacock Alley" of the Waldorf-Astoria. From the balcony entrance is had to

the various apartments of the mezzanine floor—the parlors, drawing room, library, writing and music rooms, also the several banquet halls and private parlor suites.

Off from the main lobby, through a lane of snowy marble, is the main dining hall, a majestic room of gilt and tapestry decoration similar to that of the castles of royalty. Here will be held the "Admiral's Banquet," the premier function of the Los Angeles "Fleet Week" celebration. For this event the salon and entry hall, together with the banquet hall immediately above, which will be used as a reception and assembly room, will be garlanded to its utmost parts in rare flowers. The main salon will be transformed into an idyllic garden, with gushing fountains and boughs, and everything wreathed in blooms.

The Rear-Admirals and other high officers of the fleet will make their first public appearance ashore at the Alexandria banquet in the evening of Monday, April 20, and it is fitting that the interest of the community centers about the magnificent hotel in the city's heart.

The Alexandria management also will cater to the grand "Officers' Ball" to be attended by several hundred officers of the fleet and citizens to the number of over 2,000.

## Marlborough School for Young Ladies

The Marlborough School for young ladies, situated in one of the most beautiful parts of Los Angeles, is the pioneer girl's school of Los Angeles, being now in its twentieth year of success under the direction of the principal, Mary S. Caswell.

Mrs. Caswell established the school in 1888, selecting the location on West Twenty-third street near St. James Park, famous as a beautiful residence section. She conducted a similar school in Pasadena for two years prior to the establishment of the Marlbor-

ough, and it was her success there that resulted in her being asked by prominent Los Angeles citizens to come here and widen her field.

The certificate of the school admits to all of the leading colleges and the object is to give girls as good a liberal education as can be offered in the country outside of the large Eastern colleges.

The entire capacity of the school is 150 students and of the boarding department 30 girls, making possible the best features of a refined life with individual training. Being managed upon the principle of developing

a sense of honor, the school has very few of the features of the usual boarding school life.

Provision is made for young lady students reaping all the benefits of California sunshine and fresh air, even the study classes assembling on the broad flower-covered porches; while the grounds provide tennis and basketball courts.

The Marlborough is one of the land marks of the city and is a school of a kind of which very few are seen even in the East. Its pupils are drawn from all parts of the United States and in many respects it partakes of the cosmopolitan character of Los Angeles.

## Leaders in Los Angeles Public Life

### GEORGE A. SMITH.

Any review of the notable citizenship of Los Angeles would be uncommenced without notice of the life and accomplishments of George A. Smith, whose busy and successful years are interwoven with the big events, public and private, of this city's transition from village to metropolis.

Mr. Smith is the ideal and representative citizen in the eyes of thousands of Angelenos of all classes, from humble laborer to the captains of industry, and to hundreds who call him "friend" is affectionately referred to as "Uncle George."

It is telling no political secret to state in the public prints at this time that there is a formidable army of citizens today who are absolutely determined that Mr. Smith shall not again say "no" when they ask

that he accept the nomination for Mayor and that he shall hold the first office in the gift of his city at the very next election.

Mr. Smith for a couple of years past has been so immersed in the enormously rich mining interests out in Nevada into which he flung his energies early in the opening of the New El Dorado, that only a few months ago did he return to his wonted active participation in Los Angeles life. Just as he developed Los Angeles' interests to their fullest in the previous years, Mr. Smith plunged into Nevada, until now he has under full headway great mining developments of fabulous value—real mountains of gold in process of being uncovered. A few months ago he brought his outside interests to such shape as permitted him to resume occupancy of the wide niche he left by his

frequent absence, and countless citizens are rejoicing thereat.

George Smith is one of the real creators of present-day Los Angeles. His confidence in the city's great destiny, his big optimism and sober judgment, combined with rare energy and business acumen, is a mighty force for civic progress.

As a real estate operator a decade ago Mr. Smith brought to fruition some of the most momentous deals on record and invoked some of the most far-reaching improvements. His transactions were large ones, wide in their scope and deep in their meaning to the city's onward march.

In the midst of activities that might have overtaxed the fibre of many strong men. Mr. Smith was called upon by his neighbors of the great Fifth Ward to take up public

**GEORGE A. SMITH**

responsibilities, give his time and abilities to the municipality, and represent them in the City Council. Reluctantly, at first, he yielded, but once entering the city's law-making body Councilman Smith became the leader and pillar of the big deeds of that momentous period.

With the city outstripping all world's records of growth each year, and problems without guiding precedent tumbling over one another for the legislators, Mr. Smith was made chairman of the all-important Finance Committee. His record in this position stands as a bright monument of honor to this day. On completion of his Council services Mr. Smith resisted attempts to continue him in public service because of the pressure of private interests of magnitude, only to be asked at the last municipal election to accept the nomination for Mayor, which he declined.

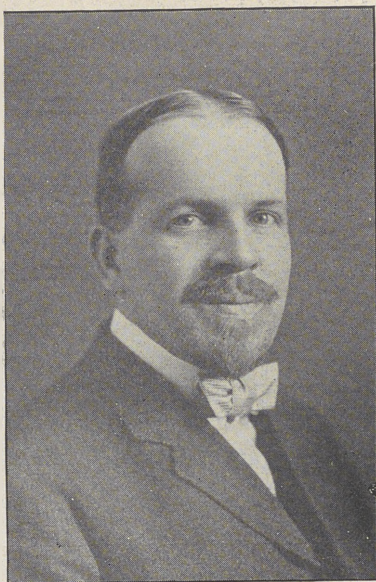
Work on the big Owens River Aqueduct would have been delayed a year or more if Councilman Smith had not remained at the city hall when he was supposed to be enjoying a vacation. He called special elections and rushed proceedings through which made the aqueduct possible a year ahead of the time anticipated. All other Councilmen had vacations that year but Smith.

As chairman of the Finance Committee he reduced taxes from \$1.40 to \$1.20 the first year and the second year to \$1.16.

No laboring man or other employe ever waited for his pay while he was chairman of the Finance Committee.

The present City Council has gotten the tax rate back to \$1.20 and this is done in a year when there is an increase in valuation of over \$40,000,000.

Mr. Smith is a life-long Republican, but his broad, business-like policies, his ability and integrity, won for him wide support regardless of politics.

**ERNEST CARROLL MOORE.**  
City Superintendent of Schools.

The splendid public school system is the pride of Los Angeles, and for the ideal conditions, excelled nowhere, the efficient and progressive superintendent, Ernest Carroll Moore, is largely responsible. In no city in the world are the schools, pupils and instructors, in a better condition than here, where the standard of public education and of citizenship is of the highest. Dr. Moore is an author, scholar and educator of wide fame and experience. He was born in Youngstown, Ohio, July 20, 1871; he attended the public schools and Rayen High school; was teacher in the elementary schools; received his A. B. from Ohio Normal University in 1892; LL. B., in 1894; M. A., Columbia University, in 1896; Ph. D., University of Chicago, 1898. The Los Angeles Board of Education called him to the superintendency of the city schools in 1906.

**ANTHONY SCHWAMM**  
Fire Commissioner.

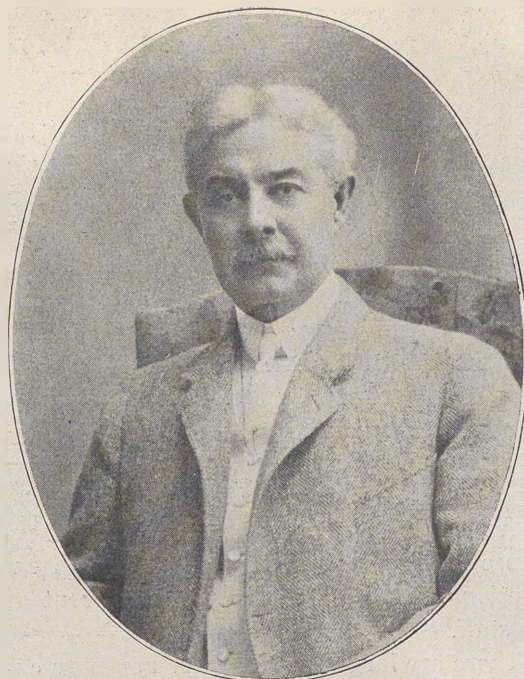
One of the "lives" and most powerful human cogs in the municipal government machine—one to be reckoned with in any political fray—is Anthony Schwamm, member of the Board of Fire Commissioners.

Mr. Schwamm is the recognized champion of the masses—the "plain people"—in local political life, and his hard-won victories in their behalf have endeared him to a tremendous following. He is a leader in the local Democracy, and in spite of his refusal to entertain anything but an honorary appointive public office, he has been repeatedly mentioned for County Supervisor and Mayor.

**GEN. ROBERT WANKOWSKI,**  
Vice-Chairman of the Fleet Committee and  
Chairman of the Ball Committee.

The genius of the big "Navy Ball" at the Shrine Auditorium—the greatest event of its kind in all Los Angeles' brilliant social history—is General Robert Wankowski. Chairman of the Ball Committee of the Fleet Committee.

Gen. Wankowski is Los Angeles' favorite type of California's citizen soldiery.

**MAJOR H. M. RUSSELL.**

In these days when all Los Angeles is congratulating itself on graduating into a metropolis, the eyes of its citizens turn with ever-increasing interest to that crew of hardy pioneers and trail-breakers who laid the foundation for its greatness.

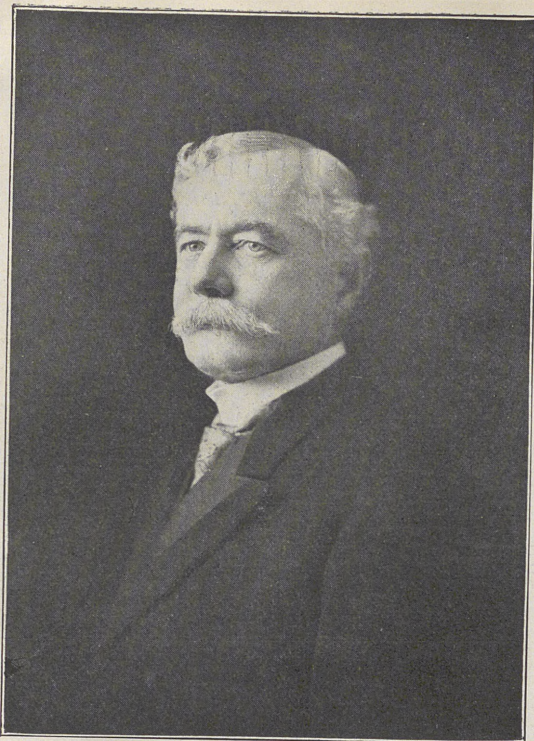
The list is not a long one, and several of these rugged developers have gone to their last reward during the last few years, but there is still among us a goodly number of that "Old Guard" living enshrined in the people's grateful regard, and there are just a few still actively engaged in the vast task of development, pulling a load shoulder to shoulder with the younger generation.

It is as an organizer and developer of mining, oil and railroad enterprises that Major Russell has won renown throughout the West. Knowing the mining industry upward from the personal experiences of an emigrant and a prospector, Major Russell has added a natural talent and thorough knowledge of general business and banking that have combined to make his labors profitable to the stockholders who have backed him.

Major Russell came West as a twenty-one year old boy, just after he was mustered out from more than three years of hard campaigning with the Union cavalry in the Civil War. He drove an ox team from Baraboo, Wisconsin, whither his parents had brought him as a babe from Jamestown, New York. He arrived in Denver in 1865, when the Colorado metropolis was a frontier town, miles from the railroad. For several years he prospected for mineral wealth through the Rocky Mountains.

It was in 1887 that Major Russell turned his attention to that bleak and overlooked mountainous peninsula, Lower California, and by his prestige and known good judgment, succeeded in directing big capital there.

One of the greatest works for Los Angeles was the building of the Union Consolidated Refinery, for the oil industry, with a capital of \$1,000,000, of which enterprise he is president and general manager. This refinery has done more than all the others to prove the values of California crude oil for refining purposes, giving us now the very best illuminating and all grades of refined oils, and is fast replacing coal and wood with refined fuel oil.



### JOHN H. NORTON

Who, as Chairman of the Committee on Excursions, has brought thousands of visitors from far-distant interior points to Los Angeles's celebration.

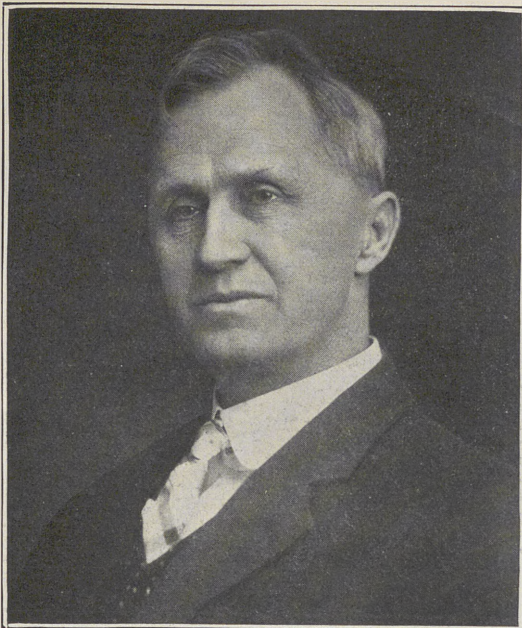
Back of the vast throng of visitors who are in Los Angeles to join in the patriotic welcome to Admiral Evans' fleet and at the same time enjoy the glories of the Southland there looms the smiling face of the man chiefly and directly responsible in the person of John H. Norton, Chairman of the Excursion Committee of the Fleet Committee, and one of that crew of rugged and heroic pioneer Westerners whose early trials and wisdom made the Southwest as great as it is.

Mr. Norton has fought Indians on the desert, has built railroads over the wastes, climbed over mountain ranges and founded cities. Today, at the age of 61, utterly devoted to Los Angeles and with his fortune invested in substantial improvements.

He was born in Milton, seven miles from Boston, and received a liberal education in "The Hub," but the West lured him as a young man. He went to Kansas, became a clerk, then pressed on to Colorado, establishing a business of his own in Los Animas, Colorado, at 22 years of age. In 1876 he moved into the wilds of Arizona, visiting Tucson and Fort Grant, also holding the contract for carrying the United States mail over a perilous route seven hundred and fifty miles long. His career is full of heroic incidents in pioneering. Soon after the Southern Pacific railroad was built through Arizona, Mr. Norton and his partner, Mr. Stewart, laid out the town of Willcox.

Since 1895 Los Angeles has held the continuous fealty of Mr. Norton.

Mr. Norton has always been a Republican in politics, and has repeatedly refused public office, but when at the beginning of the year Mayor A. C. Harper showed to him as his duty that he should give Los Angeles the benefit of his vast experience in the building of the Owens River Aqueduct, Mr. Norton consented and accepted appointment as a member of the Board of Water Commissioners. The past month he returned from a tour covering the entire 200-mile route in company with General Adna R. Chaffee, Mayor Harper and the engineers.

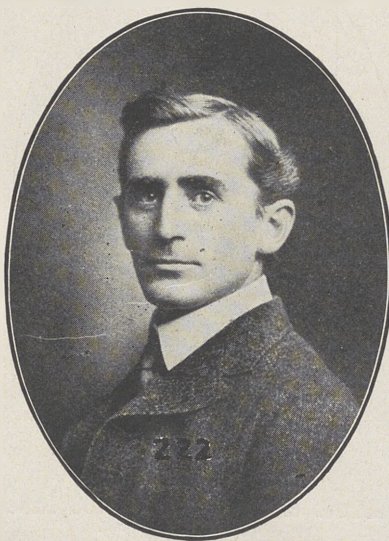


### LEE C. GATES

Mr. Lee C. Gates was born on a farm in Preble county, Ohio, April 4th, 1856. His mother was the daughter of a Maryland planter and slave holder and his father was the son of a Pennsylvania hatter.

Mr. Gates was admitted by the Supreme Court in 1881 and practiced at the Dayton bar for three years. In 1885 because of ill health he went to Kansas, opened up a ranch and returned to the law. He came to Los Angeles in 1892 to take charge of the legal business of the Title Insurance and Trust Company.

One of Los Angeles' most prominent citizens in leading the fight for good government is Lee C. Gates



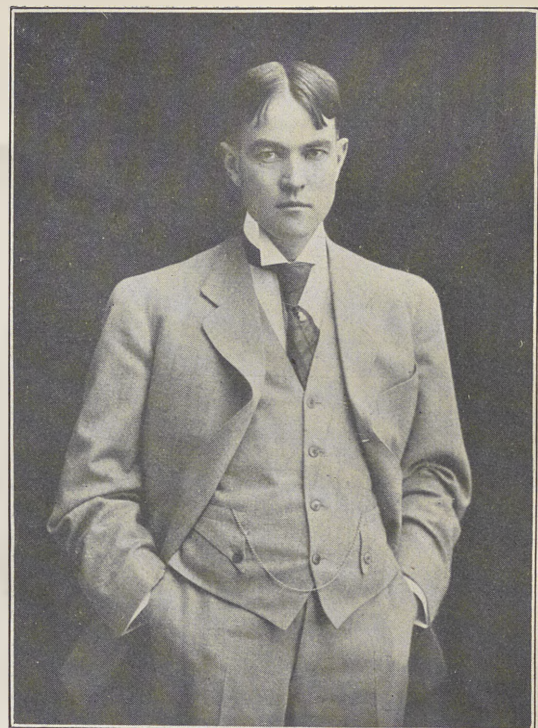
### LESLIE R. HEWITT

City Attorney of Los Angeles.

Leslie R. Hewitt, as City Attorney of Los Angeles, is a veritable bulwark of the local government.

He is a product, although not a native, of Los Angeles, and his life and rise to distinction is familiar to thousands. So strongly intrenched in the public confidence that when, after eight years of service as Chief Deputy City Attorney under W. B. Mathews, he became a candidate for the greater office his nomination meant election and he was endorsed on all sides.

The City Attorney was admitted to the bar in 1893, and after proving his abilities by successful private practice, was appointed Deputy City Attorney in 1899.



### EARL ROGERS,

For Earl Rogers, lawyer, who looks like a mere boy, and is only thirty-eight years old, has a professional record of success that is really remarkable.

Mr. Rogers has been practicing law for the past fourteen years—since he was admitted to the bar at the age of 24—and with Los Angeles as his base he has in this time absolutely compelled attention.

Cold statistics scarcely give an idea of his success, but in a nutshell the figures show that of the murder cases alone in which he appeared, numbering forty-nine, he has secured forty-seven outright acquittals. These were major cases, holding only a fighting chance of success, for his victories in cases of lesser note run into the hundreds.

The fame of this young Los Angeles defender has spread to such a degree that when the Mayor of San Francisco, Eugene E. Schmitz, was indicted, they first came to this rival city and sought to engage Earl Rogers for the defense. The dubious wisdom of having a Los Angeles lawyer defend San Francisco's Mayor was pointed out, but Rogers did not accept the mission. Later, when former Attorney-General Tiley L. Ford, as general counsel for the United Railroads, was indicted, Rogers was again importuned to conduct the defense.

He accepted this case, and it is significant that although Prosecutor Francis J. Heney had already secured an unbroken line of convictions, against the strongest attorneys of the West, the defense of General Ford by Earl Rogers brought a verdict of "not guilty," the first and only acquittal in the San Francisco graft cases up to date.

In court he is dramatic, magnetic, spectacular. Time after time he has confounded prosecutors, discredited witnesses and won juries by one single dramatic act that has startled the city, until now his appearance in any case of interest crowds the courtrooms to their capacity.

In civil practice Mr. Rogers has had success fully equal to his record in defending criminal cases, and today he is one of the hardest working professional men in Los Angeles. His firm associate is Mr. Paul W. Schenck, the Rogers & Schenck offices occupying an entire floor at 238 West First street.



Photo by Steckel

**BRADNER W. LEE.**

Bradner W. Lee, a member of the law firm of Works, Lee & Works, the survivor of one of the oldest firms of Los Angeles, Brunson, Wells & Lee.

Mr. Lee has resided in Los Angeles since March, 1879, having been born in East Groveland, New York, where he also received his education. He has practiced in all the state and federal courts of California, making a specialty of corporation law. He is prominent in municipal and fraternal life.

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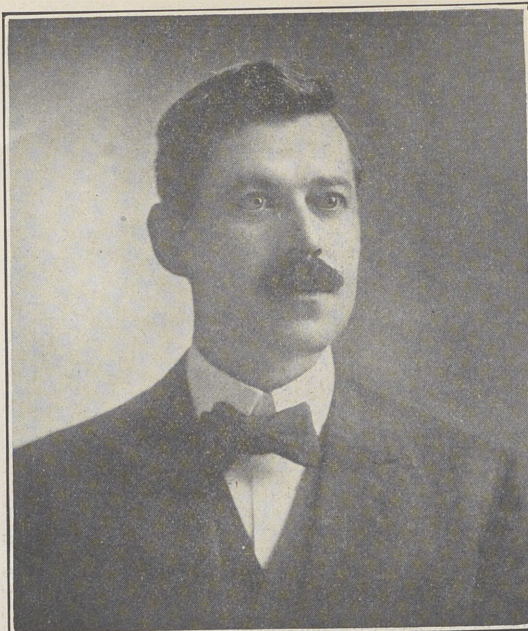


Photo by Marceau

**E. J. FLEMING,  
Chief Deputy District Attorney.**

The greatest prosecutor Los Angeles has known is E. J. Fleming, now Chief Deputy District Attorney.

The young prosecutor was born in Massachusetts in 1872.

In 1894 Mr. Fleming was admitted to practice law by the Supreme Court, and in 1897 he was elected city attorney of Pomona.

A call to Los Angeles came in 1903, when District Attorney Fredericks asked him to become his chief deputy. Here he served with unusual distinction for four years, and in 1907 was reappointed.

**L. R. GARRETT.**

Of Garrett & Garrett, 405-408 Mason  
Opera House Bldg.

The law firm of Garrett & Garrett, composed of brothers, L. R. and Samuel Hartley Garrett, is regarded as one of the most reliable firms in the city and has a general practice in all the courts, there being among its clients many large firms of this city.

Mr. L. R. Garrett came to Los Angeles about twenty years ago from Pottsville, Pa., where he was born and received his early education. He is a graduate of the University of Southern California and later studied law in the office of W. P. Gardner in this city.

The younger brother, Samuel Hartley Garrett, has resided in Los Angeles since his boyhood, being also a native of Pennsylvania. During the Spanish-American war Mr. Garrett served as a member of Roosevelt's famous Rough Riders.

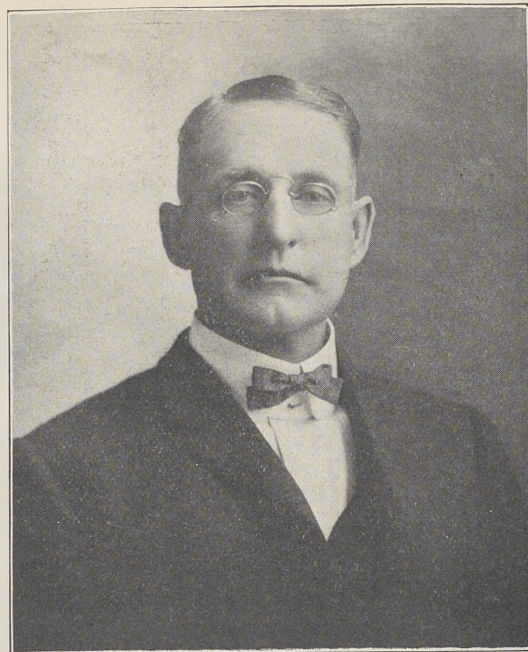


Photo by Marceau

**CHARLES E. PATTERSON**

Member of Finance Committee and Committee on Entertainment of Officers of the Fleet Committee, and President of Los Angeles County Board of Supervisors.

Patriotism and deep interest in the success of the Fleet's visit in Los Angeles triumphed over physical suffering in the case of Charles E. Patterson, president of the County Board of Supervisors.

Mr. Patterson, chief of the county officials, entered vigorously upon the work of doing honor to this section in the Fleet's reception only to be stricken in the midst of the labors, and was compelled to go to the hospital for a most serious operation.

As representative of the County government on the Fleet Committee at its organization, Mr. Patterson entered into the work with a thorough care and energy that is characteristic of the man. When the call came for funds he, in company with his associate, Supervisor S. T. Eldridge, canvassed the situation thoroughly and then, being justified in every degree, promptly secured the necessary appropriation for the work.

It would be a sore disappointment to the general public, and to his large constituency in particular, if the popular head of the County government should be prevented by illness to remain entirely away from the events so near his heart.

C. E. Patterson has been a member of the Board of Supervisors continuously for the past eight years, representing a vast territory that is as beautiful and promising as any surrounding Los Angeles, and including a portion of the city. He has executed his official duties with such rare ability and good judgment, with such justice and progressive spirit that the people are eager to do him greater honor.

Conspicuous in the public service he is now just getting well begun in a comprehensive plan of road improvements long needed by his constituency, and for which he has toiled with success with the Highway Commission. Mr. Patterson has property interests at San Fernando and in Los Angeles and these have served to combine a viewpoint of proper sympathy for city and country in apportioning public improvements. He is a Republican in politics.



**EDWARD KERN** *Photo by Steckel*  
Chief of Police of Los Angeles.

Los Angeles is proud of its Chief and Police Department, for, although the force is of the smallest considering the great population and wide territory embraced, and though ideal climate brings many criminals in the great tide of travel here, crime is kept at a minimum.

This splendid police situation may come from the fact that in Chief Kern Los Angeles has a combination of an experienced law-maker and a trained executive. Chief Kern brings to his office a varied experience, having served in the United States army in Arizona under Generals Crook and Miles as a quartermaster and master of transportation; having superintended the practical construction of railroads, and later having been Superintendent of the big Ice & Cold Storage Company here.

Chief Kern is a native of Iowa, and none would guess after a glance at his 215 pounds of sinew, that he came West for his health, which he won back by "roughing it in this clime." He has been Chief of Police since November, 1906.



**MOTLEY H. FLINT.**  
Chairman of Enlisted Men's Committee and Postmaster of L. A.



**PAUL W. SCHENCK.** *Photo by Johnson Studio*

A living example of the indomitable inherent determination of an American boy is Paul W. Schenck, one of Los Angeles' most successful lawyers, and associate of Earl Rogers, the noted criminal lawyer, in the firm of Rogers & Schenck.

Paul Schenck began to make his way in life at the age of ten years as a cashboy at 75 cents per week salary. Today he is one of the shrewdest and most powerful of the local lawyers, though still a young man.

He was born in Albion, Michigan, in 1874, and as a mere child first went to the Dakotas and then to Auburn, New York. At this latter place he embarked upon life on his own responsibility as a cashboy at 75 cents per week. Soon he went "on strike" and was granted his demand for one dollar per week.

A year later, at the age of 11, he migrated to Sioux City, Iowa, where he improved his condition to the extent of securing a wage of \$2.50 per week. As a boy in his early teens, the Silverhorn Packing Company of Iowa recognized his ability and engaged him, giving him promotion after promotion until, in 1892, he was put in charge of the company's plant at Rodeo, Cal., at a salary of \$400 a month. Then the bigger firm of packers, Swift & Company, bid higher for Mr. Schenck's services, and he was made first assistant purchasing agent for the entire system.

Still dissatisfied as a high-salaried employee of the rich packing corporation, Mr. Schenck was busy studying law at nights. He took a four-year night course in law at Lake Forest University, at the cost of sleeping but four hours per night, and secured two degrees.

Coming to Los Angeles, Mr. Schenck engaged with his brother in the real estate business, introducing such originality and enterprise into the business as to attract wide notice and achieve unusual success. But money could not hold him away from the real ambition of his life, which was a professional career and the law.

Success came to him promptly at the bar, and since his association with Mr. Rogers the record has shown one of extraordinary accomplishment and brilliance for Paul W. Schenck. He is now rated among the best criminal lawyers of the Southwest.



**HORACE H. APPEL.**

About the busiest lawyer in Los Angeles, and one of the most consistently successful practitioners, is Horace H. Appel, pleader in scores of the most famous cases the local courts have seen.

Mr. Appel is a thorough Westerner, though of German extraction, and was born in Tucson, Arizona, in 1862.

Strangely, Mr. Appel, born in a then wild corner of the great, bare Southwest and transplanted to that cosmopolitan Mecca, San Francisco, at manhood started out to be a soldier—an officer of the United States Army.

He was educated in St. Mary's College, San Francisco, completing his course with high honor at the early age of 19 years. The following year, 1882, he was appointed by President Garfield to the coveted cadetship at West Point Military Academy, and began what pointed toward a promising career as a military commander. His ambition soon turned toward the law.

Mr. Appel has been the associate of California's most distinguished lawyers, among these being the late United States Senator Stephen M. White and Ex-Governor Henry T. Gage, contesting successfully such famous suits as that of The People vs. Edelman and Montario, ex-officials of the county; also the Pio-Cohn case, the Verdugo water cases and the Cohn Varelos Contest. He was counsel for Gen. Vandever in the Congressional contest case of Joe Lynch vs. Vandever.

In the criminal branch of his large practice his brilliant defence has aroused general admiration. His most recent notable victory was securing the acquittal of Mrs. Estelle B. Corwell, who shot and killed her recreant lover, George Bennett. Mr. Appel also successfully defended Mrs. Aurelia Scheek in the noted murder case in which Ernest Stackpole was convicted. Another famous case was his defense of Carl Browne, who was charged with blackmailing O. Childs, Jr.

Mr. Appel married, in 1902, Alba St. Cyr Bennett, grand-niece of Count St. Cyr, the founder of St. Cyr Military Academy in France. He maintains extensive offices in Suite 422-423 Bullard Block, and keeps a corps of assistants constantly engaged.

*A grand picture gallery of grafters*

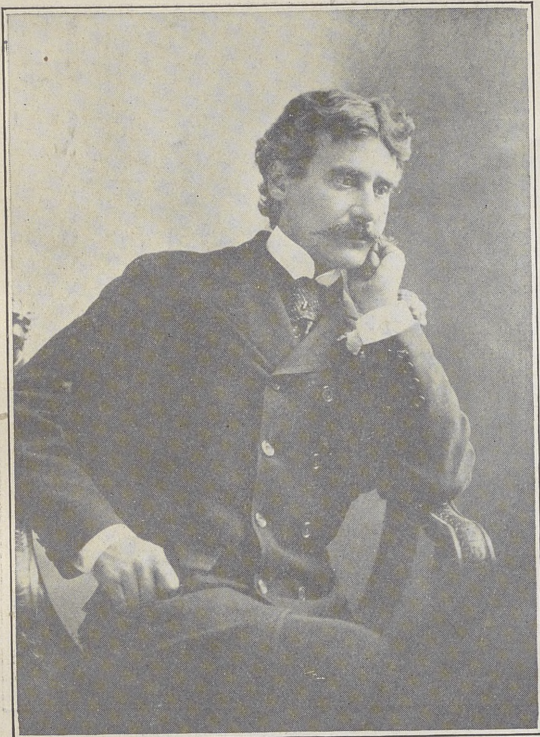


Photo by Steckel

#### ARTURO BANDINI.

Mr. Arturo Bandini, one of the founders of St. Vincent's College when it was started in the two-story building opposite the Plaza, one of the original starters of the Tournament of Roses at Pasadena, well known in business circles and a member of the Chamber of Commerce of Los Angeles, Ramona Parlor of the Native Sons of the Golden West, the South Coast Yacht Club and the Vacuero Club, is distinctively a son of California. Mr. Bandini is also known as a literary man, and is at present engaged in writing a series of articles entitled "Odd Characters of Old Los Angeles."

Mr. Bandini's great-grand father, Sergeant, and afterwards Captain, Jose Ortega discovered San Francisco Bay in November, 1769. In 1774 Padre Junipero Serra, president of the Mission, in person presented a petition to the Viceroy requesting that Ortega be appointed to succeed Fages as Governor of the Territory. It was refused, however.

Another of Mr. Bandini's great-grand-fathers on his mother's side, Jose Daria Arguello, was an officer of high birth and attainments.

Mr. Bandini's maternal grandfather, Don Santiago Arguello, throughout his life held positions of trust both civil and military.

Don Juan Bandini, father of Mr. Arturo Bandini, was one of the most gifted men of Spanish California, a civilian and a leader in all public affairs. Gen. Fremont in his personal memoirs pays a high tribute to this man.

Mr. Arturo Bandini inherits his father's literary ability, being a ready writer with a strong individuality which renders his works unusually interesting. At one time he contributed considerably to several publications. Mr. Bandini occupies a somewhat unique position in that he is a college man, a thorough American in language and sympathy and yet understands, as few Californians of his age can, the interesting life of the old Spanish days.

In 1883 Mr. Bandini married Nelly Elliott, daughter of Dr. Thomas B. Elliott, president of the Indiana Colony, and one of the founders and the namer of Pasadena.



Photo by Marceau.

#### HARBERT W. LEWIS. Police Commissioner.

A sterling and typical Buckeye who has won prominence, popularity and power in Los Angeles public life is Harbert W. Lewis, known to tens of thousands in Southern California by the affectionate nickname, "Hub" Lewis.

For many years "Hub" Lewis has been a power in local politics and a strong pillar of the city government, serving as a member of the Board of Police Commissioners under two Democratic administrations, that of Hon. M. P. Snyder and the current one of Mayor Arthur C. Harper.

Mr. Lewis came to California from Ohio in February, 1897, first settling in San Diego to take needed rest from a term of arduous activity in his native state, where he had just finished serving for six years as Auditor of Montgomery county. In January, 1898, he embarked in the mining business, then branching into real estate and insurance with marked success that has continued unbroken to the present day.

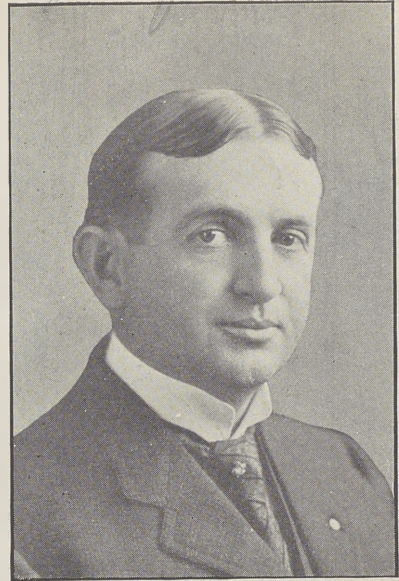
Los Angeles has had no more loyal, effective or progressive "boomer," in season and out, than "Hub" Lewis has been since he forsook Ohio for California. His personal influence in his native state being great, Mr. Lewis has in a private way brought probably several hundred families to Los Angeles as permanent residents.

He was born in Plainesville, Ohio, July 29, 1852, and was taken to Dayton at the age of one year.

In 1883 he was appointed Deputy Auditor of his county, and acquitted himself with such signal ability that in 1890 he was elevated by popular election to the post of County Auditor and continued in it for six years.

Commissioner Lewis has won strong influence in the councils of the local democracy. He was an alternate from Ohio to the first Bryan convention. He was nominated for representative in the legislature from the Seventy-first District of California, but was compelled to decline, to accept the office of Police Commissioner.

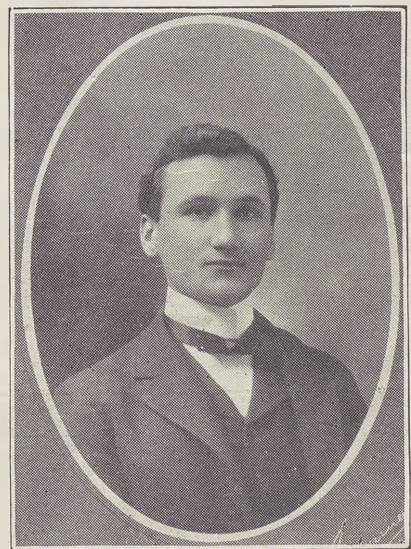
Among numerous fraternal orders of which Mr. Lewis is an active member, he has been accorded especial honor by the Knights of Pythias, in which he has held various Grand and Supreme offices. He is also a thirty-second degree Mason.



#### H. B. WOODILL. Police Commissioner.

A young man who before his fortieth year has crowned extraordinary business success in this community with honor in political and public life is H. B. Woodill, head of the big Woodill-Hulse electrical contracting and supply company and Republican member of the Board of Police Commissioners.

Mr. Woodill's force of character and business ability, which has built up one of the largest establishments of its kind in the West from the nucleus of a boy's small machine shop, was called into the service of the city government when Mayor Harper insisted upon him accepting the exacting post of Police Commissioner at the outset of the current administration.



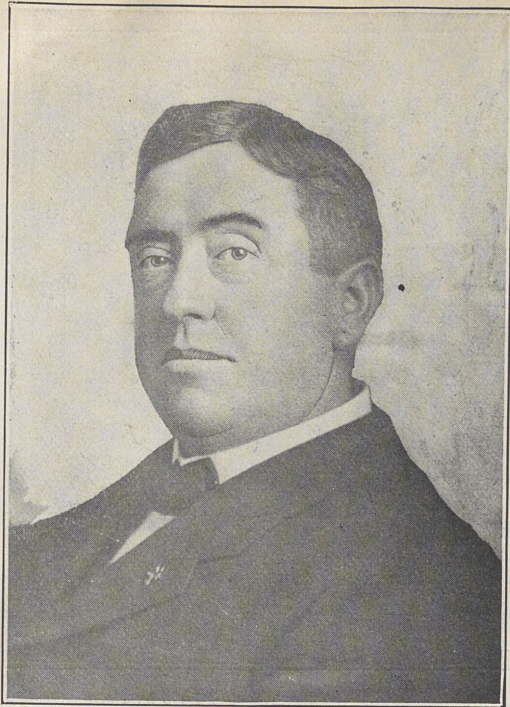
#### JOHN M. LARRONDE Fire Commissioner.

John M. Larronde, member of the Board of Fire Commissioners and youngest officer of the Mayor's Cabinet, is a typification of "the Los Angeles idea."

He is a native of Los Angeles, a scion of one of its oldest, proudest and wealthiest families, and in his short lifetime to date has seen the "Queen City of the Southwest" spring from a pueblo to a metropolis.

Mr. Larronde's thorough knowledge of this region, coupled with his rich personal interests, has enabled him to give great service to the community in a score of varied activities.

Among hosts of personal friends "Johnny" Larronde, as he is affectionately called by his intimates, is one of the most popular citizens in all Los Angeles.

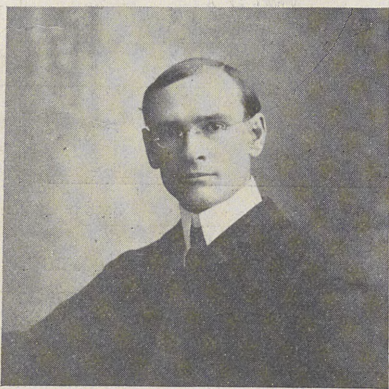
**S. T. ELDRIDGE**

County Supervisor and Member of Fleet Committee.

A Philadelphian who has belied the adage about the liveliness of Quaker City folk is S. T. Eldridge, representative of the Third District in the County Board of Supervisors and member of the Finance Committee of the Fleet Committee.

Mr. Eldridge came from Philadelphia to Albuquerque, New Mexico, in 1880, and two years later moved on from the desert spot to the Oasis of Los Angeles. He plunged into the contracting and building industry here at a time when the city was just starting on its wondrous transition from a town to a metropolis, and his remarkable energy and force of character quickly made him one of the city's most famous builders.

As a Supervisor Mr. Eldridge's experience and force have been of inestimable value to the public.

**ALBERT LEE STEPHENS.**

Albert Lee Stephens is a native of Indiana, where he was born in 1874. He came to Los Angeles when he was ten years of age and has been a resident of this city ever since. He received his education in the local high school, and graduated from the University of Southern California with the degree of Bachelor of Law. He was admitted to the bar in 1899 and practiced in the civil courts up to January 1, 1907, when he assumed the office of Justice of the Peace.

Mr. Stephens is an honored member of the Bar Association.

**DR. N. F. HIRTZ.**

One of the younger men of the dental profession, and yet one of the most prominent in Los Angeles is Dr. N. F. Hirtz, whose offices are 360 Wilcox Building. He graduated from the dental department of Milwaukee Medical College in 1897.

In 1901 he came to Los Angeles and after one year spent in enjoying the beautiful scenery and climate of Southern California he found a suitable location.

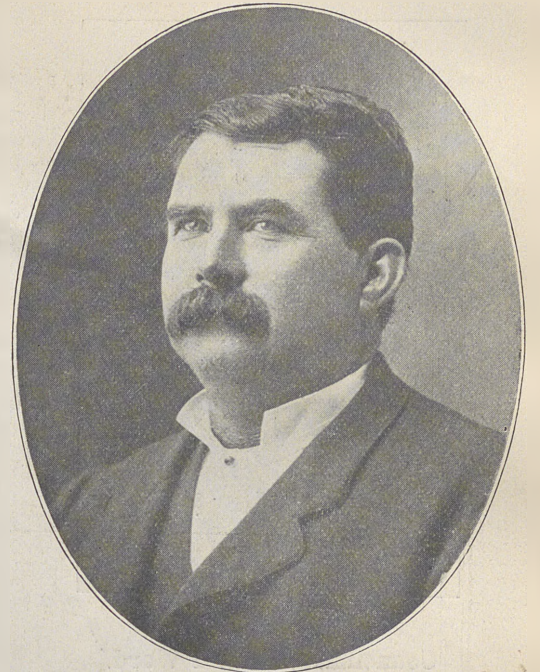
Dr. Hirtz is a member of the Los Angeles County Dental Society, the Southern California Dental Association, and of the Jonathan Club.

**DR. SUMNER J. QUINT**  
Head Police Surgeon.

Dr. Sumner J. Quint came to Los Angeles in 1895 from Sanford, Maine, where he received his early education.

In 1905 he was appointed Head Police Surgeon, being the present incumbent of that office.

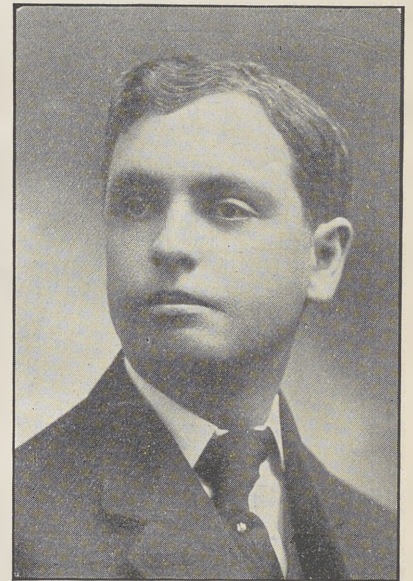
Since 1900 Dr. Quint has held the chair of Minor Surgery in the University of Southern California Medical College. He is a member of the Los Angeles Clinical and Pathological Association, the American Medical Association, the California State Medical Association and the Los Angeles County Medical Association.

**BERNARD HEALY.**

City Councilman of the Eighth Ward.

Bernard Healy was a soldier in the United States Army in his younger manhood. He fought the Indians with great gallantry in several hard campaigns in Arizona, serving under two ultimate Lieut-Generals of the Army, Nelson A. Miles and Adna R. Chaffee.

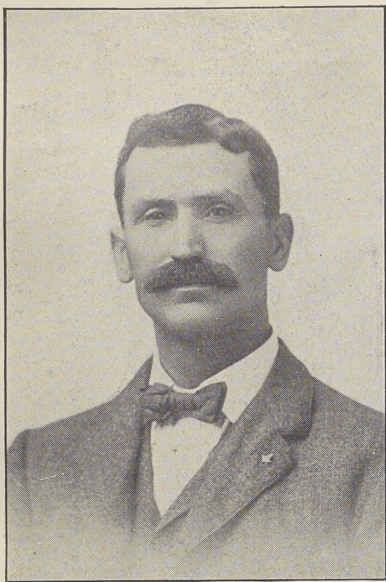
"Barney" Healy's popularity with the people of Los Angeles is such that though he is a Republican, he has twice been returned to the City Council from what was the strongest Democratic Ward in the city.

**HENRY H. LYON,**  
Councilman Seventh Ward.

Councilman Lyon is the youngest member of the city's legislative body.

In one short year of public life, Mr. Lyon has "won his spurs" as a city councilman, has become a powerful influence in the city's government and secured popularity and satisfaction from his own constituency and the general public. He has exemplified the quick, determined, aggressive western spirit in his office to a degree and compelled recognition.

Mr. Lyon was born and raised in Los Angeles, having seen in his short life the city double and then treble in size. He was for several years a salesman for a manufacturing establishment.



**E. A. CLAMPITT**  
Councilman, Second Ward.

A new face at the political window of Los Angeles is that of E. A. Clampitt, councilman of the Second Ward, and a man who won success, lost it, and won it again by dint of his own abilities.

He was born in Illinois December 4, 1869, and came to California seventeen years ago, early in the development of this fabulous industry.

Disaster came about here, when the closure of the Perris Valley Bank swept away his fortune.

Mr. Clampitt slowly but surely fought his way upward, finally re-entering business for himself. He now is an employer of two score of men and has an extensive business. He is a Republican.



Photo by Mushet  
**JOHN W. SHENK.**

John W. Shenk, Assistant City Attorney of Los Angeles since August, 1906, came to Los Angeles in September, 1900, from Omaha, Nebraska. During the years he resided in Los Angeles prior to his entering the City Attorney's office he had a lucrative law practice of his own.

He was a graduate of the Ohio Wesleyan University and completed his law course in the University of Michigan. He was admitted to the bar at Los Angeles in October, 1903. Since holding his position in the City Attorney's office he has successfully conducted several cases of much importance to the public.

Mr. Shenk is a member of the Beta Theta Pi, and the Phi Delta Phi fraternities of the University of Michigan and is also an officer in the Masonic order.



**FRANK R. WILLIS.**

A pillar of the legal profession of the West is Frank R. Willis, a lawyer who has on several occasions shouldered public responsibilities since he cast his allegiance with Southern California, a quarter of a century ago.

Mr. Willis has been identified with practically every public movement for the betterment of this region in that long time, and he possesses a wide personal following. Today he is a member of one of the strongest and busiest law firms of the West, that of Davis, Rush & Willis, 600 Bryson Building.

Born in North Adams, Massachusetts, August 17, 1854, Mr. Willis received his first education in the common schools. Moving westward, he entered the Iowa State Normal School and graduated with his degree of Bachelor of Didactics in 1879. He continued his studies in the University of Iowa, graduating in 1881 and receiving the degree of LL. B.

Promptly upon entering professional life the people called upon him to take office, and he was successively elected Mayor and then City Attorney of Aurelia, Iowa.

In 1884 Mr. Willis came to Los Angeles, then a mere village compared with its present-day stature. He took up his residence by the seaside at Redondo, where he was elected City Attorney and served in that office for six years. Turning his chief interest to Los Angeles, he was then installed Assistant District Attorney in this city, and held this important and exacting post for eight years.

At the present day, in addition to his strenuous practice, Mr. Willis is giving the embryo lawyers the benefit of his extensive experience as a professor in the College of Law of the University of Southern California, where he holds the chair of Criminal Law and Procedure. To this he has given his attention for the past seven years.

Mr. Willis is a thirty-second degree Mason, of the Scottish Rite, York Rite, all the bodies, and a member of the Knights of Pythias and the Independent Order of Odd Fellows.



Photo by Palace Studio  
**EMMET H. WILSON.**

Emmet H. Wilson was born in the state of Colorado and came to Los Angeles twenty-six years ago. He attended the public schools here and graduated from the Los Angeles High school. He studied law in an office in this city and after his admittance to the bar established an office of his own. In January, 1907, he gave up his private practice to take a position in the city attorney's office as chief deputy.

Mr. Wilson was a member of the Board of Education during 1905 and 1906, that being the first non-partisan board.

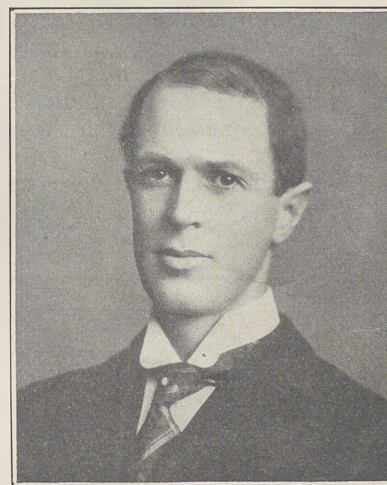


Photo by Mojonier  
**HARTLEY SHAW.**  
Chief Deputy District Attorney.

Hartley Shaw, chief deputy district attorney of Los Angeles county, a native of Indiana, came to California in 1883 and to Los Angeles in 1887. He graduated from Hastings College of Law at San Francisco in 1897, and practiced law in the office of John D. Pope of this city during the following four years. On January 1, 1902, he was appointed deputy city attorney of Los Angeles under W. B. Mathews, holding that position until April, 1905, when he became chief deputy district attorney and has held the position up to the present time. His time is mostly taken in the work of advising citizens in his office rather than in trying cases before the courts.

Mr. Shaw is a member of the Board of Control of the University of Southern California College of Law.



Photo by Stamper's Palace Studio

**LEWIS R. WORKS.**

Mr. Lewis R. Works was born in Indiana on December 28, 1869, his education having been obtained in Southern California, where he has resided for the last twenty-four years. He is a graduate of the San Diego Commercial College.

Mr. Works has resided in Los Angeles for the last six years, where he has had an extensive law practice in the State and Federal courts.

On the first of February, 1907, Mr. Works was appointed First Assistant City Attorney of Los Angeles, which position he still holds. He is a Past Exalted Ruler in the B. P. O. Elks, and is also active in other fraternal circles.

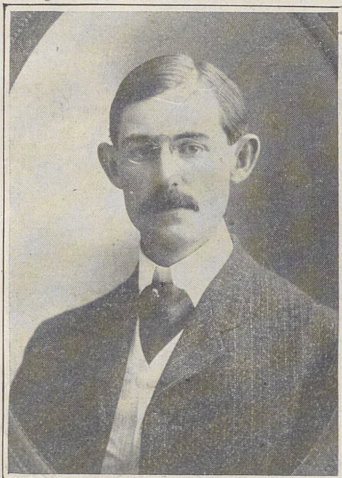


Photo by Marceau

**HOWARD ROBERTSON.**

One of the prominent members of the staff of City Attorney Hewitt is Howard Robertson, who has held the position of deputy city attorney for four years, entering the office in the third term of Wm. B. Mathews. Mr. Robertson's chief work in the office is that of handling the matters pertaining to the widening and opening of streets and those cases which come under the Vrooman Act.

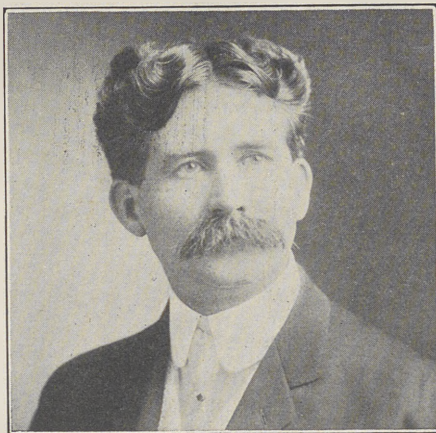
A native of Salt Lake City, Utah, where he was born in the year 1877, Mr. Robertson has spent the greater part of his life in the city of Los Angeles. His education was received in the public schools of this city and he read law in the law library, being connected with the same at that time. After being admitted by the Supreme Court in 1901 he established a law practice of his own and practiced in all the courts up to the time of his entering the city attorney's office.

**HERBERT J. GOUDGE.**

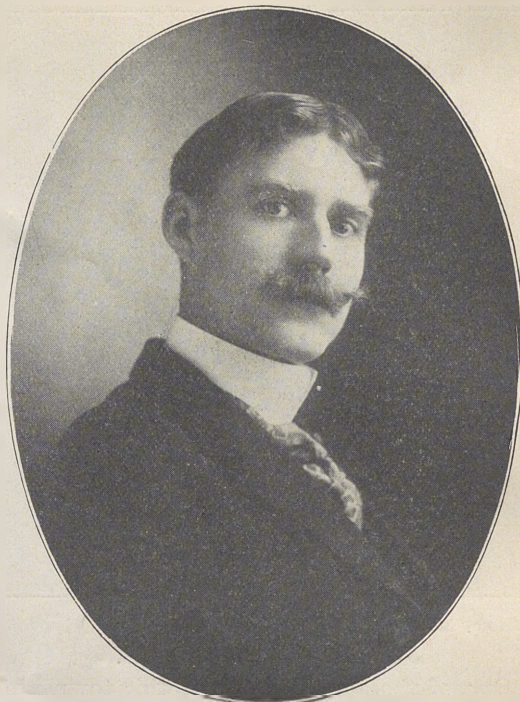
Mr. Herbert J. Goudge was born in London, England, in the year 1863, where he received his general and law education.

Mr. Goudge was first assistant city attorney of Los Angeles for a term of five years and has practiced in all of the courts, making a specialty in the law of municipal corporations and insurance and corporation laws. His offices are located at suite 318 of the Pacific Mutual Life Building, where he is associated in practice with Messrs. Geo. I. Cochran, W. J. Williams, C. L. Chandler and Norman Williams.

Mr. Goudge is one of the prominent members of the law committee of the Chamber of Commerce of Los Angeles and a member of the Executive Committee of the Municipal League.

**JAMES R. TOWNSEND,  
Patent Attorney.**

The patent attorney of the Los Angeles bar—he who secures protection for inventors, attends to trademarks and copyrights—is James R. Townsend, who has made a specialty of this branch of practice here for over twenty-five years. Mr. Townsend has built up an extensive business in this branch, and employs a large and capable force of assistants, draughtsmen, stenographers and clerks in his offices, suite 430 Bradbury Building. He is a native of Indiana, and began his practice as a patent solicitor before the United States Patent Office in this city in 1882.

**HENRY HARVOLEAU ROSER.**

Although a comparatively young man, Mr. Henry H. Roser has had a large experience in public life through several states of the Union. A native of Missouri, he was educated in the State Normal School of Platteville, Wisconsin, the University of Wisconsin and the University of Southern California. After teaching school in Wisconsin for a short time he entered the newspaper field, and was from time to time editor of several weekly papers, one of which was the famous "Esteline Bell."

After his newspaper career in which he fought battles for several reform movements, Mr. Roser became a lecturer, traveling through the Middle States making speeches on land, labor and transportation reforms, the silver question, woman's suffrage and other economic and financial questions.

From 1896 to 1904 he was secretary of the National Liberty Party and of the Direct Legislation League of Colorado from 1899 to 1904. In 1896 he was a candidate for presidential elector on the Liberty party ticket in Illinois, and from 1899 to 1902 was also general secretary of the United States Monetary League.

Mr. Roser was Captain of Company "F," National Guard of Colorado, 1899 to 1901. He has resided in Los Angeles since September 1, 1905, coming here from Phoenix, Ariz., where he lived during 1904 and 1905. He has offices at rooms 152 and 153, Wilson Building, and has a general practice in all the courts in Los Angeles.

**WILLIAM ONA MORTON.  
Civil Service Commissioner.**

William Ona Morton, a member of the law firm of Morton & Pruitt, located at 611-15 Eugene Germain Building, came to Los Angeles about six years ago from the state of Texas.

Mr. Morton was born in Fayette county, Alabama, and is a graduate of the Fort Worth University of Fort Worth, Texas, and of Springtown M. & F. Institute of Springtown, Texas. In 1904 he was a nominee of the Democratic party for congressman from this state and though not elected ran far ahead of his ticket. He was also the Democratic nominee for Attorney-General at the last election. He is popular in fraternal circles.

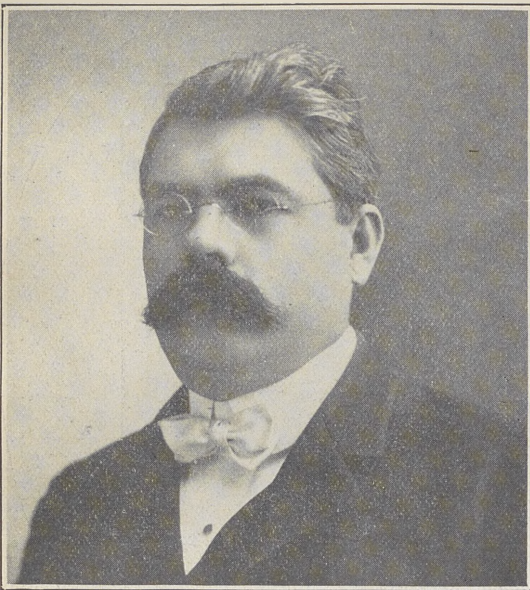
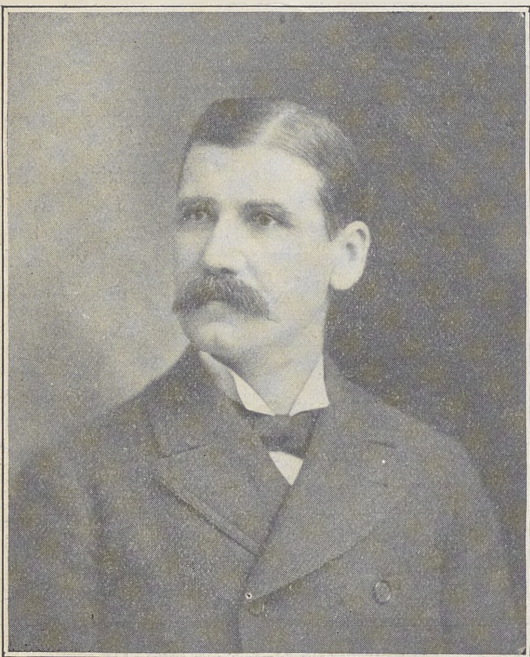


Photo by Marceau

**JUSTICE E. E. SELPH.**

One of the four justices of this township, E. E. Selph is also known as one of the prominent members of the Los Angeles bar, having practiced in Los Angeles for eight years in the firm of Selph & Blair prior to his appointment as justice.

Justice Selph is a native of Salem, Oregon, where he was born December 3, 1860. He received his education in the public schools and at the McMinnville College, Oregon. Following his graduation from that college he took up the study of law, and after he was admitted to the bar practiced in his native state for several years.

**THEODORE SUMMERLAND,  
State Railroad Commissioner.**

Theodore Summerland, Southern California's representative on the important State Railroad Commission, is a favorite son of Los Angeles, a citizen repeatedly honored and trusted.

As a political power, Mr. Summerland has proved his strength repeatedly at the polls, being twice elected representative of the aristocratic Fourth Ward to the City Council. After officiating as president of the municipal legislative body he quit the local arena only to accept the higher office in the State Republican administration.

**EUGENE GERMAIN**

**Member of Ball Committee and Officers' Committee.**

A striking example of the type of men who have made Los Angeles what it is today is Eugene Germain, whose name is synonymous with strong citizenship, and who very fittingly is a member of the Committee on Entertainment of Officers and the Ball Committee of the Fleet Committee.

Mr. Germain has gone from the bottom of the ladder to the top in Los Angeles by his own inherent ability and efforts, and he is proud of the fact that, while he now enjoys wealth and power, he once washed dishes and waited on table in a restaurant, and thereby has a philosophy of life and an appreciation of the condition of the "other half" that not all men of his class have.

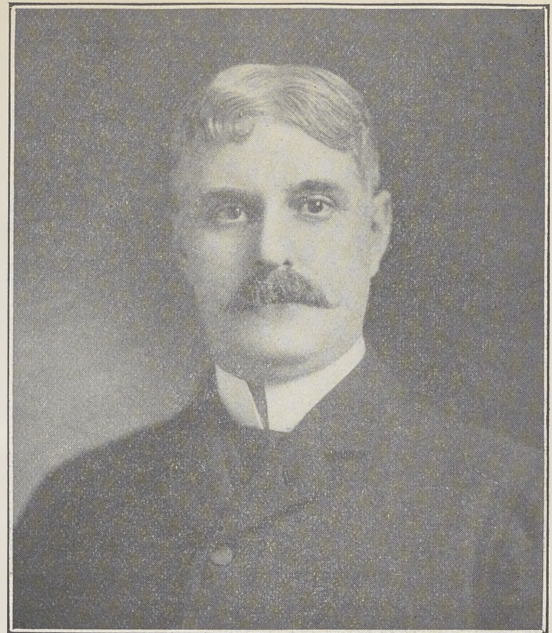
He has seen Los Angeles grow from a pueblo to Los Angeles, and his early confidence in the great destiny of this region, coupled with his business ability, have won for him wealth and position.

Eugene Germain was born in Switzerland in 1848 and came to the United States in 1867, going to Nevada for a few years, and then to Los Angeles. Following the years of service in salaried positions, he embarked in the fruit commission business with success that turned him to expansion into fruit shipping, wholesale groceries and the seed business. Honor has come to him successively as president of the Produce Exchange, as President of the Board of Trade, as Chairman of the Board of Directors of the Chamber of Commerce and President of the Retail Grocers' Association.

President Cleveland appointed Mr. Germain as Consul to Switzerland and for six years he served in this capacity abroad, disposing of his interests except for his seed business, which he has continued to this day with remarkable success. Mr. Germain was Democratic Presidential Elector in the election of four years ago.

Today Mr. Germain is a pillar of the local Democracy, being president of the Democratic Club and also a member of the Executive Committee of the Municipal League.

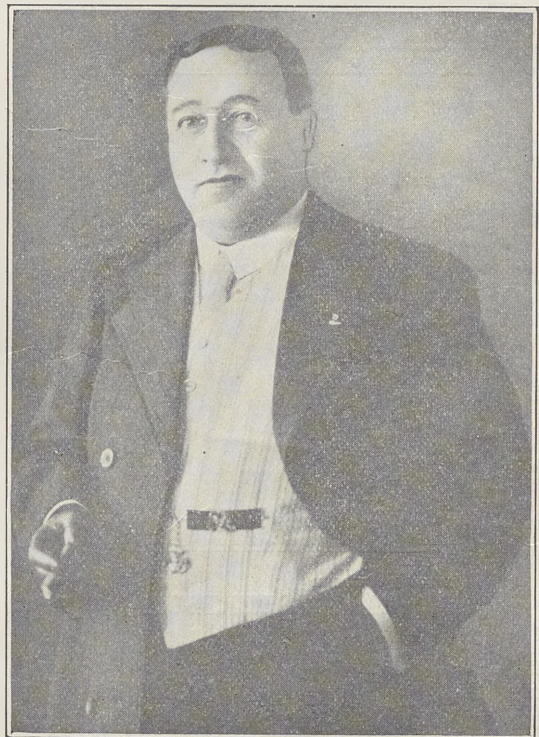
He is owner of a half-dozen down town business blocks as well as extensive residence property holdings.

**COL. J. B. NEVILLE**

**Of Banquet Committee, Committee on Entertainment of Officers.**

A member of the Banquet Committee of the Fleet Committee who has given valiant efforts as a result of a naturally exceptional interest is Col. J. B. Neville, the prominent stock broker, who is a cousin of Mrs. Charlotte Taylor Evans, wife of the commanding Rear-Admiral.

The Colonel's stock and bond offices, 203 Bradbury Building, have been turned into a banquet headquarters.

**F. J. ZEEHANDELAAR**

**Of Ball Committee and Committee on Entertainment of Officers.**

A human bulwark of the movement for the good of Los Angeles in the Fleet Committee's program of reception and entertainment in all its branches is F. J. Zeehandelaar, the doughty and highly efficient secretary of the Merchants and Manufacturers' Association, who is a member of the Ball Committee and Entertainment of Officers.

Mr. Zeehandelaar for years has been the wizard of the public fetes and celebrations that have made Los Angeles famed as an entertainer.



**DR. BARTOLOMEO SASSELLA.**

Dr. Bartolomeo Sassella was born on July 11, 1852, in Grasio, Italy, near the boundary of Austria and Switzerland. He received his medical education at the University of Pavia and Naples, where he received his diploma in July, 1881. After he had perfected his medical education at Major Hospital at Milan and at the Superior Medical Institute of Florence, he made a trip to Northern Africa and also South America, where he practiced medicine for several years.

Returning from South America he went to London, where he practiced for three years and was also a doctor in the Italian Hospital, on Queen Square.

In March, 1881, Dr. Sassella came to the United States, settling in Denver, Colorado, but after a few months, on account of poor health, he was compelled to return to Italy. In 1890, having recovered, he again set out for America and this time came directly to Los Angeles, where he has been practicing medicine since. He is now one of the doctors of the French Hospital in this city, and a director of the International Savings and Exchange Bank.

**PAUL DE LONGPRE**  
Famous Flower Painter.

Paul de Longpre, the most famous painter of flowers, is the chief figure of the Los Angeles art world. He is an artist to the finger tips. He has also won high recognition as a composer of music. Mr. de Longpre came to the Land of Sunshine about nine years ago and his great regret is that he did not come sooner. Southern California has been good to him and he has been good to Southern California. But today, as he says, music is his mistress. His music he takes far more seriously than his flower painting.

Mr. de Longpre was born in Paris fifty-two years ago. He was one of a family of ten children. Early in life he showed a distinct talent for painting. From the age of twelve to eighteen he painted fans and nothing else. At twenty-one he was the father of two. While still a stripling he fell in love and married the charming lady who has been his sympathetic helpmeet for over thirty years. daughters and a son.

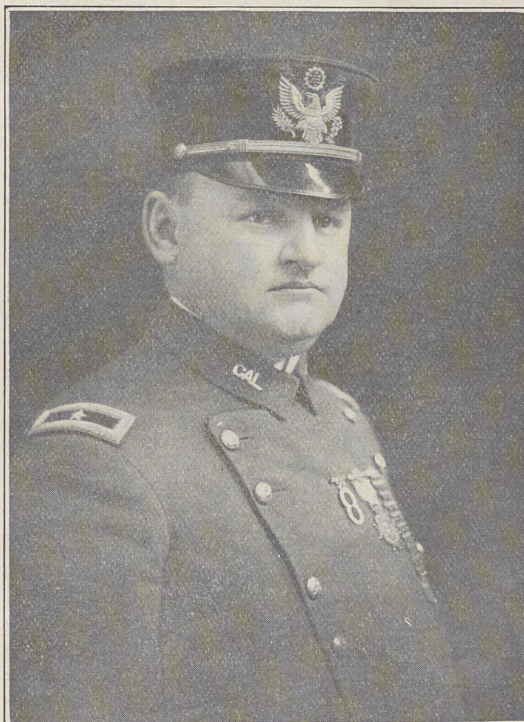


**A. H. KOEBIG.**  
Leading Southwestern Engineer.

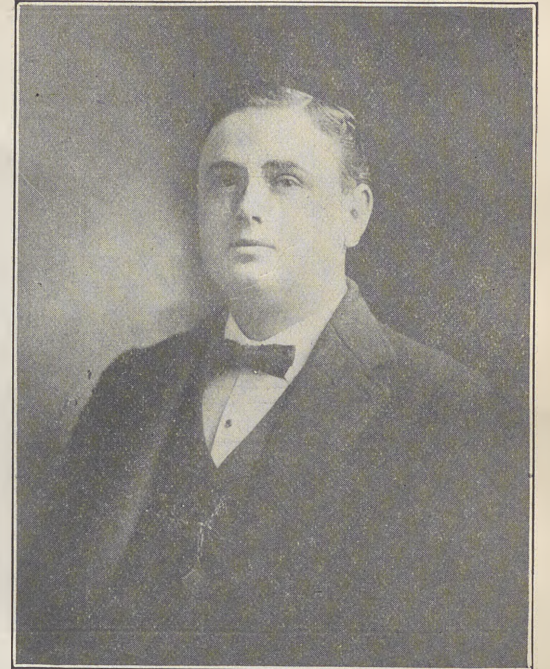
Mr. A. H. Koebig, one of the best known civil engineers in Southern California, is a native of Prussia, his childhood and the years of his school life having been spent in Germany, and he is a graduate of a technical university of that country. He was engaged at his profession in the service of the government until 1877.

In 1880 he came to America seeking a wider field for progress in his chosen work. He was for a few years engaged in the higher branches of mining and the construction and operation of railroads in Wisconsin, Colorado, New Mexico and California, coming to Los Angeles in 1885, where he has since resided.

Mr. Koebig at first was interested in the development of the irrigation systems in California, which were then a practically new improvement. He has since been associated with many of the most important engineering enterprises in California and the Middle West, among them a number of hydro-electric improvements.



**GEN. ROBERT WANKOUSKI.**  
Chairman of Ball Committee and the Chairman of Fleet Committee.



**R. F. GOINGS.**

The story of how R. F. Goings made his fortune in Los Angeles is not only a story that is a credit to him, but one that emphasizes the well established fact that money is to be made through investment in Los Angeles property and good judgment.

He is the owner of a large apartment building which he built on Eighth street in the Seventh ward and of a three story building at Seventh and San Pedro streets. Besides these he has extensive minor holdings of real estate. He lives at Twenty-fifth street and Normandie avenue.



Photo by I. L. Palmer

**A. P. FLEMING.**

A well known and practical business man and lawyer, Mr. A. P. Fleming, is also an active participant in politics and public life. He does not follow the latter for purposes of personal gain, but enters in where he sees some good that can be done the public. He should be regarded as the business man and lawyer, with the tact of a trained politician, having the ability to organize and lead a political battle for the public good.

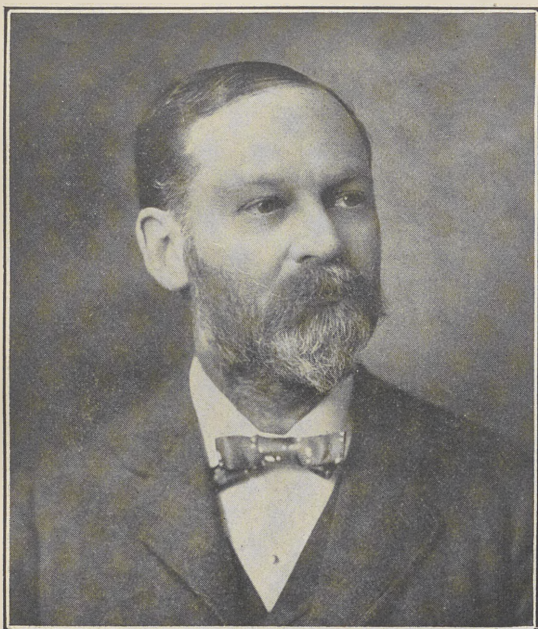


Photo by Marceau

**A. B. CASS,**  
President Home Telephone Co.

### THE SPLENDID HOME TELEPHONE SERVICE.

Los Angeles has a telephone system of which it may well be proud. One can hunt the world over and not find its equal in any city of the same size or larger.

There is a great amount of satisfaction in knowing that when you want to speak to a friend or business associate that you can make your own connection; ring just as hard as you want to, and know that the other party is being called; that your line is your own.

On the other hand, when your bell rings you know you are wanted. Automatic to automatic—service absolutely secret.

The above are a few of the advantages we are permitted to enjoy by reason of the installation of the automatic telephone system of the Home Telephone & Telegraph Co.

On March 23rd, that company cut into service its new automatic exchange at 716-22 South Olive street. Since that time every call from telephones with "F" prefix has been handled automatically.

For about three weeks prior to the date mentioned patrons of the "Home" noticed a slight diminution in the speed with which their calls were handled, but few perhaps realized that the company was engaged in the immense task of changing over 5000 telephones from manual to automatic in less than one month.

No doubt many were surprised at the change in the service of the "Home," but the trouble was of short duration, and now it is conceded by those who use the automatic that their service is even better than it was before the new office was opened. We may as well awake to the fact—the automatic is the phone. It has no nerves, never gets cross or tired, never rings in your ear.

Now that the Olive Street Exchange is working, the efforts of the company will be

centered on another, located at Adams street and Western avenue, to be automatic, also. This exchange will be in service in about thirty days, and will supply the business houses and residences in the western and southwestern parts of the city with the same high class of service that is being enjoyed in the greater portion of the city.

The Home Telephone and Telegraph Company began practical operations in September, 1903, after a system of about 3000 telephones had been installed by the Empire Construction Company, during that and the previous year.

Since 1903 the installation of automatic phones has been in active process and this company is substituting them for the old style instruments as rapidly as the necessary wiring and placing of new machines can be effected. By this automatic system, with a disc containing letters and numbers, one can make his own connection without the use of a central exchange. The installation of the automatic telephones is now completed everywhere south of Fourth street, while the district north of Fourth street will be changed as rapidly as it can be done.

Three thousand telephones in 1903, and thirty thousand in 1907.

This is the record of the Home Telephone and Telegraph Company's operations in Los Angeles. When the population of this city and the number of telephones in use are considered and comparisons made with the same figures for other cities, it will be seen that Los Angeles has more telephones per capita than any other city in the United States.

The new home of this system on South Olive street, is one of the finest buildings in the city. It is fireproof construction, substantially put together, and is one of the sights of Los Angeles. In order to accommodate the demands of its rapidly-increasing business in the new Southwest residence section of Los Angeles, the company is just completing a magnificent branch building on West Adams street near Hobart boulevard. This structure, which is made of concrete and cement, might be mistaken for a library or art gallery. It is beautiful in its architectural lines, is absolutely fireproof, and was erected at a cost of \$40,000. With the facilities afforded by the use of this building, with its additional power and telephonic appliances, the company will be enabled to put into operation about 5000 additional telephones. With an influx of population amounting to 30,000 people a year, the business transacted over the telephones must necessarily show a very material increase. It has been the policy of this company to endeavor to erect poles, string cables and install telephones rapidly enough to meet the demands of this fast-growing city.

The officers and directors of the Home Telephone and Telegraph Company are men whose names are known to every one in Los Angeles, and no word in this article is necessary to introduce them. They are: A. B. Cass, president; W. C. Patterson, vice-president; J. S. Torrance, secretary; M. H. Hellman, treasurer; E. P. Morphy, auditor; and Col. J. M. C. Marble, Thomas W. Phillips, Chas. C. Carpenter and W. H. Holliday, directors.

### THE GREAT EDISON ELECTRIC COMPANY.

Probably one of the greatest factors which has contributed to the wonderful growth of Southern California during recent years is electricity; and without doubt the greatest amount of energy and enterprise in developing and distributing electricity has been displayed by the Edison Electric Company.

From a small beginning in a suburban section of Los Angeles, not more than a decade ago, the Edison Electric Company has grown to be one of the most extensive and important electrical distributing corporations in America. When the company made its start, it had one generating machine, with a capacity of 80 horsepower. Today the total capacity of its main plants equals about 75,000 horsepower.

The water power department of the Edison Electric Company comprises seven electric plants, located on Kern River, Santa Ana River, and on Mill Creek and Lytle Creek Canyons. The total generating capacity of these water power plants equals 52,000 horsepower. In addition there are five large auxiliary steam plants, located in the most advantageous centers between the mountains and the sea. The total generating capacity of the steam plants is equal to 22,000 horsepower. This large and varied number of generating stations, all interconnected, puts the Edison Electric Company in a most unique position. It is recognized that the three great requisites in an electric service are: Reliability, continuity and price; and there is little doubt that the company has shown itself equal to every requirement demanded in connection with a first-class service of electric energy.

It will be interesting to note some of the figures in connection with certain details of the Edison Electric Company's system. The company does business in seven counties, and in over twenty-five incorporated municipalities, and, in addition, the territories intervening. In order to cover this great area, the company has installed 120 miles of transmission line, carrying the current at a pressure of 66,000 volts; 145 miles, with a pressure of 33,000 volts; 240 miles, at a pressure of 10,000 volts; and nearly 1000 miles of distributing system, at a pressure of 2200 volts. The total number of electric consumers supplied is over 40,000. The company supplies energy to over 3000 motors for power users, and a total service to 1,200,000 lamps, reduced to a 16-candle power equivalent. In addition to its regular lighting and power business, the company supplies all the electric energy required by five electric railroads.

The Edison Electric Company not only generates and distributes electric energy, but also handles a sister product to a very considerable extent. The company owns and operates eleven gas plants, in as many different cities, and supplies service to nearly 20,000 gas consumers.

When it is considered that the Edison Electric Company of today is a consolidation of twenty-three different corporations, it will readily be realized that there is truth in the saying: "In union there is strength." The uniting of these different companies into one corporation has meant a union of forces which have worked harmoniously in the development of the resources of Southern California.

# The Oil Industry in California

## Historical.

Few people living in California and especially in Southern California, in which practically all the California oil is produced, appreciate the fact that California produces more oil than any other state in the Union. In fact, California produces almost one-fourth of all the oil produced in the entire United States.

## A Hope Realized.

While this production has grown to such enormous proportions, still during 1907, when we produced in excess of 33,000,000 barrels of oil, the consumption was greater than the production, and reserve holdings were greatly reduced and in some cases entirely consumed. The result of this great demand has been that the long-hoped-for price of \$1.00 per barrel for oil has been realized in the consuming markets.

California has been producing oil since 1876, or over 32 years, and the fact that production continues to increase shows the permanency of this industry.

## Price Advances.

The steady advance in the price of oil shows that the demand is more than keeping pace with the production.

The result is that the California oil business is now on a permanent, profitable basis, and is in fact one of the dominating industries of this state. It is producing wonderful wealth direct to the owners of the wells as well as producing wealth to the entire community by furnishing a cheaper fuel than that of any other section of our country, and through this cheap fuel, building up the industries and manufactories of California.

## Oil as a Fuel.

Some years ago oil stocks were at low ebb and were not considered as good an investment as they are now. This is the case with all industries of this kind, because,

## THE OIL ROAD IS THE WAY TO WEALTH; ROCKEFELLER TOOK IT; YOU CAN, TOO.

The "Central Union" will carry you along that road. This company is not "wildcatting," but developing its tract of 160 acres right in the proven portion of the famous Santa Maria Oil Field, Santa Barbara county, Cal.; the most productive oil territory in the State; its wells regularly producing up to 3000 barrels of high-grade oil per day. Immediately adjacent to the "Central Union" are companies paying dividends of from 1 1/4 to 15 per cent. per month, the record oil dividends of California: companies which have enabled their stockholders to make from several hundred to several thousand per cent. profit on their investments. The "Central Union," with a splendid drilling equipment is making excellent headway on its Well No. 1; with the "bringing in" of the latter the company will be able to pay handsome dividends, and its stock is certain to go at least to par (\$1.00). As development proceeds and production follows, the company's stockholders will reap phenomenal profits, just as those of neighboring companies have. To prosecute this first development, the company is selling a limited amount of treasury stock at 40 cents per share; at that price this stock is the VERY BEST OIL INVESTMENT IN THE MARKET, an investment that can be expected to soon quadruple in value; it combines safety with abundant assurance of early and large profit. TIME IS THE ESSENCE OF THIS OPPORTUNITY, for an advance in prices will occur shortly, and without notice. Address orders or requests for prospectus, etc., to

CENTRAL UNION OIL COMPANY,  
OF CALIFORNIA.

Sixth Floor, Grant Building, Los Angeles, California.

while in the early days of California oil they could produce oil, they had no demand for the product, and the product sold at ruinous prices. This very low price was the salvation of the industry. It advertised our country and the possibilities of manufactories and the use of oil as a general fuel, until today we have the condition mentioned above of rapidly increasing consumption, with prices that place this industry in the most prosperous condition, and establishes it as one of the best paying industries of the state.

## Splendid Profits.

The following illustrates the great earning power of these oil-producing companies: On the Los Angeles Stock Exchange there are quoted eleven companies whose combined capital has a par value of \$26,476,563.00, which pay an average dividend of over 15 per cent per annum on their par value, or about \$4,008,554.00 in money each year to their stockholders. This means that over four million dollars in money is paid each year to the people who bought stock of these eleven companies. Now these companies do not include the enormous earnings of the Standard Oil Company or of the Associated Oil Company, the latter having, according to published statements, earned about \$1,700,000.00 last year alone, or of the Puente Oil Company, the Murphy Oil Company, the Brea Canyon Oil Company, and many other companies that do not publish their earnings.

## A Comparison.

Compare this industry and its immense profits with the banking business. In Los

Angeles there are 46 banks. They have a combined capital, surplus and undivided profits of \$19,411,333.93, and total assets of \$102,528,714.52. They paid their stockholders \$1,284,567.00 as against the oil companies with a nominal capital of \$26,000,000 that paid to their stockholders for the year 1907, \$4,008,554.00 in dividends. Then, too, the capital stock of the banks represents an original investment of one dollar for every dollar of capital. The oil stocks represent an original investment of from 20 to 50 cents on the dollar.

## Big Dividends.

Large profits have certainly been made by the purchasers of the stocks of these oil companies in the way of dividends, but in many cases even greater profits have been made in the advance of stock values. Most of these companies were placed on the market at very low prices and now they are paying from 6 per cent. up to 180 per cent. per year dividends, and they are selling as high as \$21.00 per share of \$1.00 par value.

## The Nicodemus.

Today there is no more secure or profitable investment than stocks in California oil companies, and prominent among the very best is the Nicodemus Oil Company. This company does not owe a dollar, it has \$10,000 in its treasury, is now contracting for its first well, and is offering at this time only a small per cent. of its shares to the public for the sole purpose of putting down more wells and thereby increasing its dividend earning power. For further information address The Emerson Realty Company, fiscal agent, 301-302 Delta Building, 426 South Spring street, Los Angeles, California.

## ZENZ BROTHERS, CARRIAGE AND WAGON MAKERS.

A local industry, successful and creditable, is that of the Zenz Brothers, carriage and wagon makers, who also do a general blacksmithing business at 240-242 South San Pedro street. This firm has been in this line continuously for the past ten years, always keeping pace in its extensions and improvements with the rapid growth of the city, and holding the trade of a very large clientele of the better class of Los Angeles folk. The Zenzs make it a rule to positively guarantee satisfaction to their patrons, and ten years of active business have not altered the custom. Their location is close to the city's heart, between Second and Third streets, on San Pedro street, and the telephone numbers are: Home 5075, or Main 5075.

## Barney's Turkish Bath and Massage Parlors

A first-class establishment that is popular with a large clientele is the Turkish Bath and Massage Parlors conducted by Barney Blum at 132 East Fourth street. The place is new and spotlessly clean, with bell system in every room and trained attendants. There is a dry-air hot room, a steam room, electric light box, all kinds of showers, cold water X-ray douche for nervous systems, stomach spray for chronic digestive troubles, oil massage appliances and sanitary beds. Barney's establishment is open day and night. The telephone numbers are Main 2918 and Home F 1222.

## ..BRUNTON COMPANY..

### OIL PROPERTIES

### Development a Specialty

218-220 STIMSON BLOCK  
LOS ANGELES, - - CALIFORNIA  
TELEPHONES: Broadway 1572, Home A 4533

## COSMOPOLITAN OIL COMPANY

### Location of property

LITTLE SESPE PETROLEUM  
DISTRICT, VENTURA COUNTY,  
CALIFORNIA. :: :: ::

218-220 STIMSON BLOCK  
LOS ANGELES, CAL.  
BROADWAY 1572 HOME A 4533

## The New Nevada and Rawhide

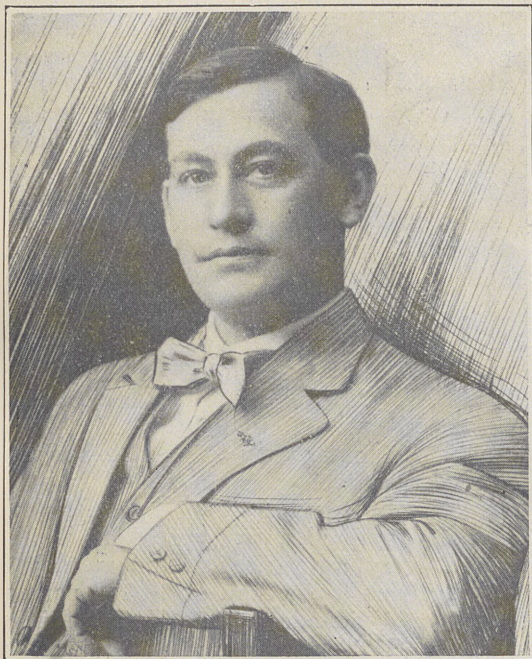


Photo by Steckel

FRANK A. McDONALD

That California is the garden spot of the world is a generally accepted fact. There is no place in all God's creation where the fields are so green; where the flowers bloom so sweetly; where the birds sing so gayly; where the sun shines so brightly; and where the climate is so pleasing as in beautiful Southern California. But California has not always been a garden of Paradise. Years ago it was a barren desert, and a few adventurous pioneers, returning from the Pacific Slope, reported the discovery of gold, and the old '49ers remember with a thrill the tremendous excitement that seized the East and Middle West and caused the flood of emigration to pour into California. Thus began the greatest and wealthiest of all industries, which resulted in extracting millions upon millions of dollars from the mines of California, and which furnished the wealth to build San Francisco and Los Angeles, and capital for the many enterprises which have transformed California into the greatest fruit producing State in America.

Nevada today is doing what California did in '49. She is furnishing the world with new sensations: First came the great Comstock lode, which produced a billion of dollars in gold and silver; then came the sensational reports of rich finds being made in Goldfield, which were afterward proved so well founded. This camp alone has produced millions of dollars, and its rate of production is still increasing; after Goldfield numerous camps sprung up throughout Nevada, all of which

are producing millions of dollars in gold, until today the expression "A Nevada millionaire," is quite common, although a few years ago these Nevada millionaires were either cowboys or poor miners, with hardly a dollar to their names.

The latest, and which promises to become the greatest, sensation is Rawhide. This district is practically four miles in diameter, and seams of ore have been exposed that run over a thousand dollars a ton in gold.

Among the young men of Los Angeles to recognize the great possibilities to amass a fortune in the mining industry in Nevada was Mr. F. A. McDonald, who went to Goldfield at the beginning of the great Goldfield boom. Mr. McDonald was very successful in his operations, and made a comfortable fortune, not only for himself, but for his clients who cast their lot with him. He organized several mining companies. He showed the buyers of his stock from 100 to 500 per cent. profit within ninety days from the first issuing of the stock. Mr. McDonald is now entering the Rawhide field, after having carefully examined this district himself, in company with his engineers, and becoming satisfied that the prospects for developing great wealth producing mines in Rawhide are very favorable.

Mr. McDonald has just organized the Rawhide Cashier Mining Company, with a capitalization of \$1,000,000, and is just about to place on the market 100,000 shares of this stock at 10c a share. Before offering this stock forty feet of work was done on the property, which shows values that run as high as \$80.00 to the ton; and although Mr. McDonald claims that mining is a gambling proposition, on the general principle that a man risking a dollar to win a thousand dollars is gambling, he believes in gambling with the big percentage of chance in his favor, and for that reason he has developed the Rawhide Cashier property to the extent where it is almost certain the property will prove a big producer.

In an interview with Mr. McDonald yesterday Mr. McDonald said: "I have carefully investigated the Rawhide district in company with my engineers, and I believe it will eclipse Goldfield as a gold producer, and the public is safe in purchasing any stock where the property is located within the proved zone, which is approximately four miles in diameter. Of course, some of these companies will prove failures, while others will make fortunes for the investors. I got into Rawhide early, and had the choice of a great many properties, and I believe the Rawhide Cashier will show a profit of \$1000 on every \$100 invested inside of six months."

**"WE WILL PLACE ON SALE MONDAY MORNING, APRIL 20TH, 100,000 SHARES OF THIS STOCK AT 10c A SHARE, AND WE EXPECT EVERY SHARE TO BE SUBSCRIBED FOR ON THAT DATE; AND LIKE OUR OTHER INVESTMENTS WE EXPECT TO SHOW THE BUYERS OF THIS STOCK LARGE PROFITS IN A SHORT TIME. MINING INVESTMENTS ARE THE ONLY KIND WHERE A MAN MAY MAKE A FORTUNE FROM A FEW DOLLARS, AND I BELIEVE THE RAWHIDE CASHIER IS ONE OF THEM."**

**MR. McDONALD IS PRESIDENT OF THE F. A. McDONALD COMPANY, LOCATED AT No. 443 BRADBURY BUILDING, WHICH COMPANY IS CAPITALIZED AT \$250,000.00, AND IS THE MOST PROMINENT AND SUCCESSFUL OF THE MINING BROKERS OF THE CITY.**

## A SMOKELESS OIL FURNACE FOR THE NAVY

Los Angeles, with its ever-increasing aggregation of brainy people drawn from every State in the Union and from every civilized foreign land, now holds first rank among American cities as a center of inventive activity. Several of the most important inventions of the day, forming the bases of big industrial undertakings, have originated in the metropolis of Southern California. Of these none promises to be more valuable than the Mason Smokeless Furnace, which, coming into use only a few months ago, is already producing a revolution in the combustion of oil, and has also just been applied with equal success to the combustion of coal.

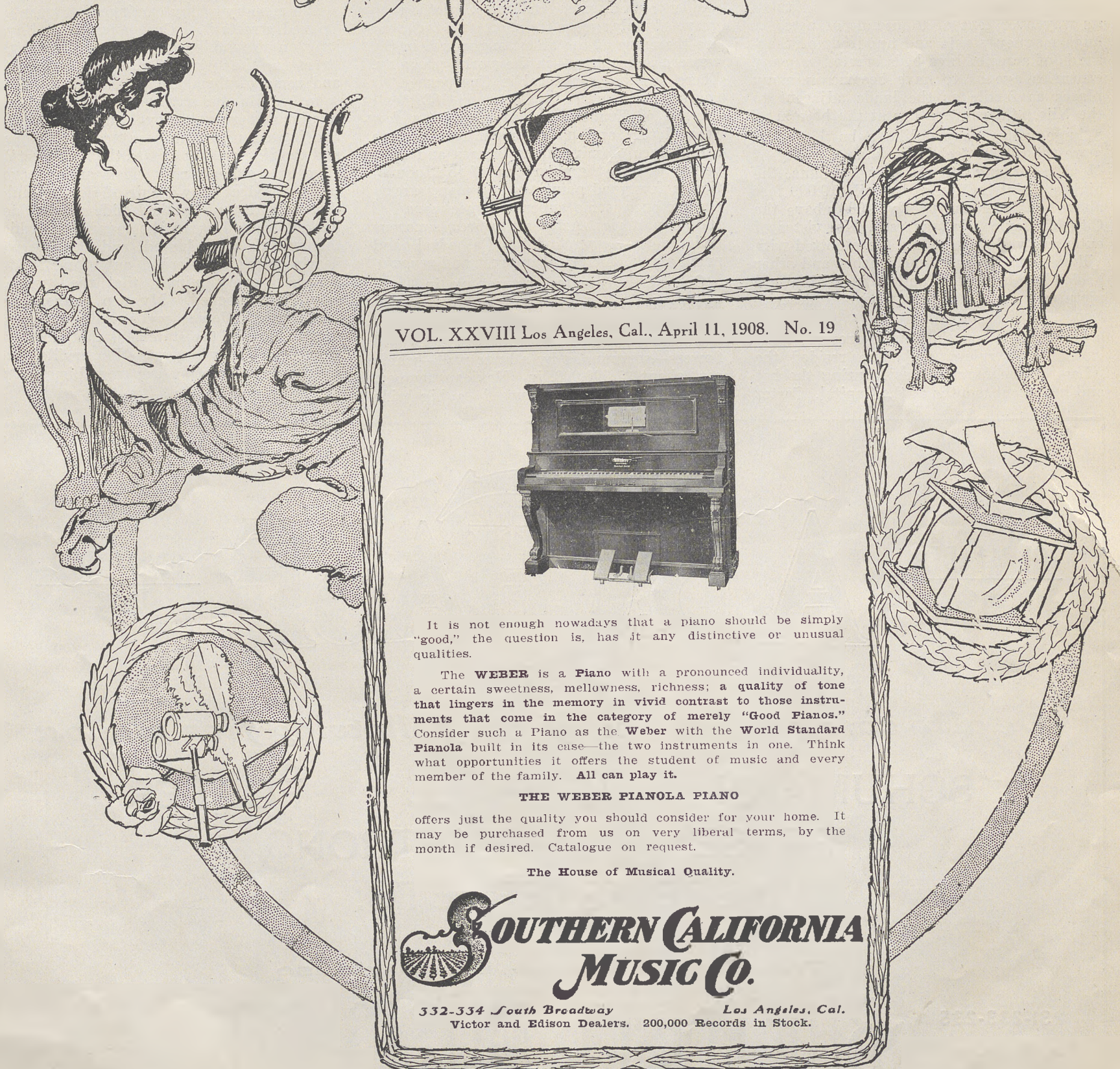
The basic principle of this new method of combustion is that the furnace to all intents and purposes remains hermetically sealed to any indraught of cold air, the air that reaches the oil burner or the firebars to supply the necessary oxygen being heated to a very high temperature and distributed in proper proportion around the flame. There are no forced draught devices of any kind required, the construction of the furnace securing a wonderful blow-pipe effect through the natural expansion of the heated air. This general principle, with certain modifications in detail, has been successfully applied to every class of boiler, cylindrical, tubular, return tubular, marine and so on, and to every class of fuel, both liquid and solid.

The furnace is smokeless, showing the complete combustion of available heat units. Its proved fuel economy in the forty odd plants which have been the first to adopt the furnace, ranges from 20 to 42 per cent. It has increased the rated efficiency of many boilers fully 75 per cent. It renders the explosion of oil gases absolutely impossible. It dispenses with the necessity of tall and big smoke stacks. It permits the interchangeable use of coal or oil. It prolongs the life of boilers and tubes, as the flame never comes into direct contact with them, and the heat is distributed with absolute uniformity, so that there is no irregular contraction and expansion of the metal.

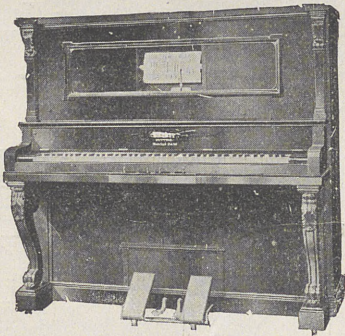
Apply these demonstrated facts to the navy, and it will be readily recognized that we are on the eve of a momentous change. Not only has every disadvantage connected with the use of oil, the ideal fuel at sea, been removed, but important new advantages have been secured, of which not the least will be a great reduction in the number of stokers required, together with cool and safe stokeholes to add to their efficiency.

Full information on the subject may be secured at the office of the Mason Smokeless Combustion Company, 317 Delta Bldg., Los Angeles. The president of the company is W. Arthur Phipps, of Pittsburg, Pa.

# Graphic



VOL. XXVIII Los Angeles, Cal., April 11, 1908. No. 19



It is not enough nowadays that a piano should be simply "good," the question is, has it any distinctive or unusual qualities.

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# My Impressions of Modern Mexico. V

By MAJOR BEN C. TRUMAN

My favorite place in all Mexico for a few days' sojourn is Cuernavaca, which is at once the queerest, quaintest and in many respects the most interesting small town in Mexico. It is easily reached by a branch road of standard gauge of the Mexican Central, and the 74 miles are made in about four hours in first-class coaches. Cuernavaca is the capital of the State of Morelos. The railroad skirts the American and Mexican battlefield of Churubusco, and passes through that of Contreras. It is an extremely serpentine thoroughfare and takes its way over tens of thousands of acres of huge maguey plants and hundreds of thousands of acres of lava beds created so many centuries ago as to have become in many places as fertile as the lands adjacent to the Nile. Cuernavaca lies at the bottom of a huge valley shaped like a bowl, and is more than 2,000 feet lower than the City of Mexico, although to reach it La Cima, the highest point in Mexico by rail (10,000 feet above sea level and nearly 4,000 above the City of Mexico) is traversed. Its vistas of extensive valleys here and there dotted with villages and towns, sugar ranches and other haciendas, lava beds and battlefields, are picturesque and charming beyond description.

Cuernavaca was the country resort of the early Aztec rulers, and here resided the "Last of the Montezumas" during the hot and inclement months at the Capital. Cortez

came down upon Cuernavaca in 1521, with the sacred cross in one hand and the fiery sword in the other; and the palace he built for his country home ten years later is now as beautiful and as well preserved as when the cruel conqueror luxuriated in its pretentious patio more than 350 years ago; and the hacienda a few miles away, founded and owned by Cortez, is still in the possession of the descendants of that bloody and tyrannical Spaniard, who spared no one who came in his way. Here, too, is the country residence of Maximilian and Carlota, in a grove of umbrageous trees, and not far away are the ruins of the oldest sugar mill in the western hemisphere—in the world, probably. There is a big cathedral in Cuernavaca, of course, commenced by Cortez in 1529, and Church of Franciscans, commenced a few years later; and as accompaniments there are shrines of miraculous images and marvelous waters, the old rooms of the Inquisition, a few good paintings and many excreting ones, some superior specimens of Indian potteries, Aztec sculptures, sonorous bells in the towers of the Cathedral, and much else of historical interest and renown.

One of the greatest attractions in Cuernavaca is the Jardin Borda, (or Borda's Garden), a most magnificent and bewitching combination of canals, lakes, trees and flowers—surrounded by a huge wall—which cost about \$1,300,000, in Mexican money. Another brilliant feature is a big wide

street, nearly two miles in length, bordered by aged oleanders almost always in bloom; and there are several parks and hundreds of patios and roof gardens redolent of sensuous fragrance and prodigal in tropical fruits and flowers. Unlike the roses in the City of Mexico, which exhale few or no odors, the roses here, such as the old Damask, Aggrapina and Cloth of Gold, which were the only cultivated ones known in Los Angeles fifty years ago, freight the air with their aromatic sweets.

The memory of my carriage ride over the "paved streets" of Cuernavaca will linger long on the tablets of my mind. All the streets in the heart of the city are paved, and some of them are paved out into the suburbs. But the paving is of big and little, regular and irregular, oval and round, blunt and jagged, firm and loose "cobble" stones, and the ride over them was the "rockiest" I have ever experienced. The carriage (voiture) was drawn by a pair of slender mules that ran, trotted, walked, side-stepped and backed, according to the manner in which the animals were lashed, and the life was nearly jolted and jerked out of me, and I supposed every minute that the vehicle would be wrecked. My pen cannot even inadequately depict my sensations, except that it hazards the statement that Greeley's ride from Strawberry to Placerville, and a drive in a jaunting car from Limerick to

(Continued on page 47)

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## Matters of Moment

### Is This California?

Is this California? Or do we in Los Angeles live in Germany, France and Spain? Have we no pride in the products of this state? Are we forever to go on the theory that things from far away are better than things produced at home?

These questions have a direct bearing on the committee that is dealing with the wines to be served at the big banquet at the Hotel Alexandria. In the opinion of this august body, judging by the formal action taken, no California wine is worthy of being served. Instead there is to be a fine array of foreign brands and the agents of these brands will use the menu card of the big banquet to boost their business.

There are several products of California of which the state is justly proud. California is proud of such brands of preserved fruits as the Bishops put up—and there would be a just and most emphatic protest if it was proposed to use eastern packed fruits in preference to California goods on such an occasion. California is proud of its nuts, its olives, its olive oil (the best and purest made), its oranges, its prunes. California is likewise proud of its wines—at least we say we are. But once in a while a banquet comes along like the one to be given at the Alexandria, and somebody takes it upon himself to apply the boot to California wines, in favor of the foreign article.

We do not care what brand of California wine appears at this banquet. This is no concern of ours. The main point is that on an occasion as characteristically Californian as this one is to be, a characteristic and meritorious California article is passed by for a foreign article.

We have investigated this matter right down to the core. The Hotel Alexandria,

which carries California wines, was willing to supply anything needed. We are informed that California producers were only too willing to give their aid.

They were turned down

Right in this connection comes the "Made in California" campaign which the Curtis Newhall Company, the publicity agents, are waging. This campaign is to spread "Made in California" all over the United States. Fruit growers and packers are now being urged to brand their output uniformly, "Grown in California."

This is as it should be. Up to the present, California's greatest development has been in the way of developing her natural resources: mines, timber, fisheries, agriculture and horticulture. While destiny has written plainly the fact that California will ultimately become a great manufacturing center, our present notoriety is based almost entirely on our natural products. So while it is very well to brand our manufactured output it is even more important to label goods which we grow and ship in the natural state. Now let the growers and shippers of the state take up the idea in the same enthusiastic way that the manufacturers have, and California will have gained incalculable advertising from the idea. We believe in the superiority of our fruits and fruit products; we should be proud to have them known the world round as "Grown in California."

There is one idea that must not be overlooked, and that is the advertising force of this reiterated phrase. It is not enough simply to stamp "From California" on the end of the box or print it on the wrapper. The point is, that there should be millions of boxes and wrappers and packages and cartons, each with identically the same phrase—either "Made in California" or "Grown in California." One of the best known phrases put out by the largest advertising agency in the country is this: "Keeping everlastingly at it brings success."

### Likely to be Shelved.

Opposition to the Aldrich bill has increased since it was forced through the Senate. It now seems unlikely that even with the strong administration influences behind it the measure can pass the lower House. Congressmen with election campaigns facing them are not anxious to espouse any measure that may precipitate grave controversy—least of all a measure that is pronouncedly unpopular. The only financial bill that the House has favored was that providing for the restoration to the coinage of the motto "In God We Trust." Congressmen will prefer to return to their constituents with no heavier currency responsibility than this.

Even before it left the Senate the Aldrich bill was so disfigured that it was hardly recognizable. Its original provision for an emergency currency based in part on railroad bonds was eliminated, in response to almost universal protest. It "is slightly improved by having its legs amputated," says the New York "Press;" "it can be made still better by becoming stone dead." The principal objectionable feature still remains—the use of the Government's power over the currency for the benefit of speculators in bonds. As amended the bill provides for the issue of a taxed emergency currency based on United States, State and county bonds and "bonds of any municipality or district which has been in existence for ten years and has not defaulted on its interest for ten years." With the elimination of railroad bonds, financiers declare, the measure will not provide for enough emergency currency.

In its disfigured condition, the Aldrich bill has also been deprived of a provision that was generally endorsed—the provision for the retirement of unusable bank-notes at a more rapid rate than \$9,000,000 a month. "What survives, therefore," says the New York Evening "Post," is a plan for elasticity at only one end. Notes may be issued, at a great cost, in an emergency, but can not be got rid of when the emergency is over. The currency may be stretched, but not contracted.

The currency question is not one that can

be solved successfully by politicians or, apparently, even by ordinary statesmen. The wisest course would be the appointment of a strong commission composed of financial experts who would be able to submit to the next Congress a measure that would be the fruit of patient investigation and long experience. To saddle the country with a makeshift measure for the relief of banks, which does not meet the approval of bankers and in which few but politicians have any confidence, would be more of a hindrance than a help to the politicians.

### Regulation.

With the closing of the racing season all of the daily newspapers have had something to say about the conduct of the recent meeting at Arcadia. Looking at the matter in a judicial frame of mind, the truth is that the meeting was no better conducted—and no worse—than a meeting at Ascot. As long as George Rose remains the controlling factor at the Arcadia track, the standard at least will not be lowered. It is appalling to think what the conditions would be at Arcadia were Mr. E. J. Baldwin, for instance, to assume command.

If the experience of Los Angeles in adopting repressive measures is worth anything, it should teach the Council the futility of trying to legislate people into adopting the code of morals provided by the strict protestant churches. The "Express" made an extended campaign against Ascot Park and at last that track was closed, not by any effort of the "Express," but by an annexation election. The track, which had been outside the city limits, was absorbed and the city ordinances became operative over the territory.

What happened? Were the racing people daunted? Not so as to be visible to the naked eye. Ascot's ownership had been such that the public could be assured of the good intentions, at least, of the owners. Instead of Ascot we have Arcadia, on the demesne of "Lucky" Baldwin, whose character needs no extended mention in any Los Angeles publication. Mr. Baldwin owns, we are told, about \$90,000 of the stock of the Los Angeles Racing Association. Circumstances may arise at any time that would enable him to obtain control. And then, Heaven help us!

So it was with boxing. The Pacific Athletic Club was holding its monthly entertainments at Naud Junction, far from the haunts of the churchly people. The City Council at the behest of the long hair element, limited the contests to ten rounds, and said "no decision" to the contests.

What happened? The ten round order was necessarily complied with; but the ordinance as to decisions was promptly evaded. All who were "in the know," agreed to abide by the decision of the sporting editor of the "Examiner." The ten round limit was what bothered the sporting element. To get around this Mr. James J. Jeffries, the most widely known citizen of Los Angeles, has organized a new athletic club. It will give "fights"—twenty-five round affairs allowed by the state law, with a referee and a decision—outside of the city limits. There will be no police regulation by the Los Angeles authorities.

What, it may be asked in all fairness, is to be gained by the moral influences that speak with such a loud voice in the City Council, in freeing racing and pugilism from

the close police surveillance of the municipality. We say nothing against the honesty or good intentions of either George Rose or James J. Jeffries. As long as they remain in control of their respective associations there will be little jobbery. Strict and careful management will prevent that. But George Rose and James J. Jeffries are human. They may sell their holdings; they may die. Their successors may make Arcadia and Vernon veritable nests of sporting jobbery and moral hellholes.

There are some things which the "Graphic" believes are best conducted when carried on under strict regulation. Among these things are racing and boxing and the retail liquor trade. The writer has never been inside Mr. Thomas J. McCarey's boxing resort at Naud Junction, never expects to go, and expects never to enter the Jeffries club house. The last fight witnessed by the writer was the Jeffries-Corbett battle at San Francisco—and then only as a matter of business. The writer has never seen a race at Arcadia, and attended the Ascot races but twice in the history of that track. The writer never enters a saloon except on business, never drinks (as a matter of business), and never did and never will hold a dollar's worth of interest in a racing track, a boxing club or a liquor store. Being free of such alliances and likewise of affiliations with any church organization, the point of view here expressed is, as far as possible, that of the man in the middle of the road.

Candidly it may be asked, isn't the best plan strict regulation?

### Commercial Honesty.

A contributor to the "Saturday Evening Post," Mr. Herbert C. Alleman, deserves the gratitude of all readers of contemporary journalism and magazinism who for half a decade or so have been overwhelmed by the deluge of the muck-rakers. Mr. Alleman is a flower-grower. In place of the morass of muck into which business men and business methods have been pitchforked by the sensational pessimists, Mr. Alleman finds flourishing gardens of honest men and high ideals.

The evidence that Mr. Alleman produces is catholic and optimistic. He addressed a letter to representative business men in various large cities, to wholesale merchants and retail merchants, to manufacturers and agents, without regard to creed or credit. He was bent on discovering if the Golden Rule is practical in the business world; if commercial methods can be squared with honesty.

Of more than sixty replies received the verdict is almost unanimous. The Golden Rule is not only practical in the business world, but it is essential to permanent success. The most conservative of replies is perhaps that of Mr. R. Fulton Cutting of New York, who, while answering that the Golden Rule is entirely practical, adds "but it is rarely associated with the rapid acquirement of a large fortune."

Mr. Alleman finds "the prevailing high purpose and idealism revealed in almost every reply very reassuring. They give one a new appreciation of the tasks and difficulties of the business man of today. They also reveal a high standard of business honor."

There will, of course, be some skeptics at Mr. Alleman's evidence. What business man, they will argue, would confess in public print

that the Golden Rule is not practical, and that he does not practice it? Would not the testimony of their rivals in business be more conclusive? How can men do unto others as they would be done by under the pressure of competition?

Not one of Mr. Alleman's respondents finds that competition is a stumbling block in the path of the Golden Rule. "The underlying principle," says one correspondent, "of any successful business in which competition must be considered is the power to inspire confidence that just value is given for value received, and there can be no establishment of confidence aside from the spirit of the Golden Rule." That is undoubtedly true of the attitude of the permanently successful seller to the buyer, for no great business can be built unless purchasers are satisfied with their bargains. The answer does not face the issue whether the successful business man applies the Golden Rule to his competitor. His business demands that he is eternally vigilant of the methods of his rival, that he meets him and beats him whenever possible. If there is not room for them both, the one must be turned out by the other. For instance, Mr. James B. Duke, head of the \$400,000,000 tobacco trust, remarked the other day: "In making for the nerve center of a competitor, don't waste any time on theories or experiments, but hit him as hard as you can in the pocketbook."

The most notorious crusher of competition in American business has been the Standard Oil Company. But listen to Mr. John D. Archbold's reply to Mr. Alleman: "There is no reason why, in business as in other relations of life, men should not do as they would be done by. It is on this Golden Rule basis only that success is achieved in any large and lasting way in business." The Standard Oil Company has certainly achieved success in "a large and lasting way." Therefore, according to Mr. Archbold's reasoning, and probably according to his belief, the Standard Oil Company has been built on the Golden Rule basis!

On the whole, however, the replies to Mr. Alleman's questions provide sound evidence of good faith and are most encouraging. His research, it may be noted, lay almost entirely within the lines of commercial business and outside the fields of speculation. Many of his correspondents in answer to the question "What, in your observation, are the great evils, if any, in the business world?" reply that they lie in temptations to speculate and the prevalent desire to "get rich quick."

President Roosevelt is the apostle of "the square deal." The magic of his name and character has been used to strengthen the Spreckels Prosecution and Heney. With the amazing disclosures of the methods of the Spreckels Prosecution to juggle with justice for its own ends and even to encourage perjury, with the reckless irresponsibility of Heney's word demonstrated in a dozen instances, is it not high time that the President withdraw his alleged endorsement of a movement that has degenerated into an infamous conspiracy?

The Hotel Majestic, corner of Sutter and Gough streets, is the best place to stay in San Francisco. First class service for first class people. Gustav Mann, formerly of Los Angeles, Manager.

## My Impressions of Modern Mexico.—V

By MAJOR BEN C. TRUMAN — (Continued from page 44)

Cork were dreams in comparison..

Another curiosity of Cuernavaca is its market, where scores of old women are squatted on the stone pavement in front of little stacks of peas, onions, potatoes, beans, lettuce and the like, each stack costing from one to two centavos, or from half a cent to a cent in our money. Others sold nuts, candies, bananas, pieces of cocoanut and of pineapple for one centavo, oranges and limes a centavo and a half each; the oranges are singularly small and inferior; the limes are as good as our own; the bananas are acceptable and the pineapples delicious. The meat dealers sold as little as three centavos' worth, and the purchasers could select liver, lights, trotters and entrails as well as choicer selections, and no paper was used, all the articles being taken home in the hands, aprons, on heads or in little baskets. There were also dealers in live and dead poultry, eggs, lace work, pictures, coffee and pulque, and many other things too numerous to mention. There was just a suspicion of the old French market in New Orleans of forty odd years ago, but only a suspicion.

The hotels of Cuernavaca are neat and clean, and better than the best ones in the City of Mexico. They are all on the table d'hôte plan, and the meats and vegetables are cooked and served acceptably; even the tea and coffee are much better than at the Sanz and Iturbide. The bedrooms are all large and airy, with iron doors and window shutters and stone floors. At the Hotel Morelos, where I stopped, there was one of the most capacious and delightful patios I have ever seen, where bananas and other tropical fruits grew and ripened, where myriads of palms and other giant plants unfolded tremendous fronds, where fountains plashed, where sweet-singing birds daintily warbled, and where odorous roses and other flowers gave out constant perfumes. The sight from the roofgarden of the Hotel Morelos is spacious, diversified and enchanting; immense sugar plantations dot the landscape in all directions, and employ one-fourth of the 15,000 inhabitants of Cuernavaca; there are mountains all around, with Popocatepetl (nearly 18,000 feet) far away in the east, and another extinct volcano, (Ixtaccihuatl,) looking for all the world like Shasta, and about the same in height, further to the north, and both covered with eternal snow.

The climate of Cuernavaca is declared by all writers and travelers to be the most equable and irresistibly charming in Mexico, the changes from month to month seldom showing more than from eleven to fourteen degrees. It only rains evenings or nights, and then only for from two to four hours, commencing on or about the first of June and lasting four months, during which time it never fails to rain regularly after every sunset, but never in the daytime. There are no frosts, and the natives wear the same kind of clothes the year round—and not much at that. A good many Americans from New York, New Jersey and Texas winter here annually.

Quite as clean, compact and dutiful a set of little policemen as I have seen anywhere preserve the peace of Cuernavaca. They have twelve hours on and twelve hours off,

and their whistles may be heard every half hour of all nights. They receive 50 cents a day for their services, which is about 25 cents in our money; their uniforms are provided by the city, but they feed themselves; they carry mahogany clubs, but are seldom compelled to use them; they evidently have more native than Spanish blood, and are graceful and kind. The men who work on the parks and in the streets labor almost incessantly from 7 in the morning until 6 in the evening, and receive about 30 cents in Spanish money per day. The car-drivers and carriage-drivers and hotel waiters receive 60 cents per day, but the two latter obtain equally as much in tips. Mechanics are paid about 80 cents, and clerks from 60 to 70.

Cuernavaca, for some reason or other, and which cannot be adequately explained, is a place of more superstitions than any other city in Mexico. For instance, all young girls who wear shoes place them point to point with each other before retiring at night, which not only pleases the Virgin, but induces the latter to give them delicious dreams and sometimes to converse with them. The peons of both sexes and all ages are taught to make the sign of the cross before going to sleep each night and before touching the tile with their toes each morning; this is to repel all devils who may have entered their place of sleep for the purpose of committing bodily harm or of making unlucky numbers on their lottery tickets; these signs of the cross also drive away ghosts and sometimes induce fairies to bestow upon the sleepers amiable qualities. The peons never examine the numbers on their lottery tickets until they have ceremoniously saluted an aged female beggar or rubbed their tickets three or four times across the protuberance of a male humpback; they often caress the hump with the left hand and give the creature a penny, which means a prize—in their minds. If a maiden, who is about to marry, finds a bunch of hair in her room, or near the threshold, it is a sure sign that a witch is attempting to break the engagement, and the girl at once takes two sticks, or pieces of cornstalk, and fashions them into a cross and nails the same to the door of her apartment and then makes the sign of the cross on her forehead and bosom and supplicates the assistance of the Virgin, who invariably drives the witches away. Should a peon encounter a big black cat, a lame man and a beggar before breakfast time he will abstain from his morning meal, and should this occur on a Friday he will eat nothing during the whole day. No one in Cuernavaca will sell or purchase anything for 13 cents or 13 dollars or start on a trip or commence a new job on the 13th of any month. The dog is the peon's best friend, and especially when he howls, as the setting up of a howl means that a witch or devil, or possibly some human enemy, is near. The hooting of an owl or the appearance of two brown butterflies means the same; yellow butterflies, however, surely means the finding of a gold coin or a gold ring. Women who are jealous of their husbands, if they do not knife them or drug them—which they seldom do nowadays—procure a pretty piece of blue ribbon, have

it blessed by their priest, and wear it around the lower portion of the corset, or in some under garment, and everything comes out all right. Others than lowly persons are extremely superstitious, and especially all mechanics, sugar workers, mule drivers, and some priests.

The men and women are industrious and perform all kinds of hand work. A majority of these are under stature, and are wrinkled and dark; there are no pretty señoritas among them, and nearly every young woman you meet, seemingly from fourteen to sixteen, is a mother with a baby strapped across her back; many of these are beggars, but they are never importunate nor offensive, and it is a joy to hand out a few centavos daily—merely the price of a single glass of beer. The men are never sullen, and the boys are plentifully equipped with sunshiny ways. There is no drunkenness, no cigar nor pipe-smoking, and only a few men and a few old women—never any boys—indulge in cigarettes.

I cannot conclude without saying a kind word for that excellent beast of burden, the donkey. He carries big loads of hay and sugarcane, stone and brick, hardware and furniture, and everything else, and is a most remarkably peaceful and patient little animal. He costs his owner only three cents, in our money, a day, and it is a wonder that he is so strong, so docile, so clean and so reliable. There are few horses, not many mules, just enough for a score or two of vehicles and for half that number of street cars, respectively. But the donkey is the general means of transportation—and of all the animals hereabouts the donkey is he, she and "it."

Frank B. Long Piano. Unequalled in tone.

Southern Californians visiting San Francisco cannot do better than stay at the Hotel Majestic, corner of Sutter and Gough. First-class accommodations and service for first-class people. Gustav Mann, manager, formerly of Los Angeles.

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**Carbons—Platinotypes—Etchings**  
Awarded Eighteen Medals  
Unquestionable Artistic Endorsements



Studio and Art Gallery 336½ South Broadway  
Mr. William Morris, the noted art collector, will exhibit his rare collection of paintings by eminent artists, March 23rd until April 20th.

## "The Love Letters of a Musician"



Photo by Steckel.

Mrs. Marie S. Tupper

Mrs. Marie S. Tupper has planned and brought to perfection a most novel and at the same time instructive entertainment. Taking excerpts from "The Love Letters of a Musician" as a basis, she has provided for each excerpt an appropriate musical setting, sometimes with piano, sometimes with violin, sometimes with both instruments. Associated with her are Miss Aileen Northup, violinist, and Miss Myrtle Lucile Parks, pianist.

Their work and its value and cleverness was amply demonstrated at "an afternoon" given recently at the home of Mr. and Mrs. J. T. Fitzgerald on West Adams street. Those who were fortunate in being present, among them Mrs. Robert J. Burdette, Mrs. W. S. Bartlett, Mrs. Jenny Kempton, Miss Mary L. O'Donoghue, Mrs. Frank Frost, Mrs. Margaret Goetz, Mrs. Burt Estes Howard, Mrs. N. K. Potter and others, say that Mrs. Tupper's entertainment is unique and artistic and held the rapt attention of the auditors. One of these ladies afterward wrote: "Mrs. Tupper's voice, although always low and sweet, has most wonderful carrying power. The musical numbers are well suited to the sentiment of the selections and arrangement of Mrs. Tupper. Her adaptations of the



Miss Myrtle Lucile Parks, Pianiste

music to the words are marvelous bits of ingenuity."

The reading has been divided into eighteen chapters, and each chapter is accompanied by selections from the works of famous composers. For instance during one chapter, which is called "The April Lady," Mendelssohn's "Spring Song" is played, producing an effect so beautiful as to hold the audience almost breathless.

Mrs. Tupper's masters in expression were Professor Ciprico, Madam Pota and Addie Murphy Grieg; in piano she was taught by Professor Gustavus Johnston of Berlin and Blanch E. Strong of New York; in vocal by Professor Ferguson of Berlin, Willard Patten, Max Heinrich, Madame Genevra Johnstone-Bishop and Jenny Twitchell Kempton.

Miss Aileen Northup, the violinist, is well known throughout Southern California as an artist of exceptional merit. She studied for several years with J. Bond Francisco and has but recently returned from Chicago, where she continued her studies under Leopold Kramer, concert master of the Theodore Thomas orchestra. While there her unusual talent and ability gained for her many favorable comments from the best musicians of Chicago, who predicted for her a brilliant future. She was offered the position of assistant to Leopold Kramer in the Cosmopolitan Conservatory. Her work is characterized by a breadth of expression, depth of tone and brilliance of technique which, coupled with a charming stage presence, never fails to gain from the most critical audience their recognition of her worth as a thorough musician. Since her return from Chicago Miss Northup has been heard in concert throughout Southern California, and has met with only the best success.

Miss Myrtle Lucile Parks, the third of this clever trio, is a recent recruit to Los Angeles musicians. She is among the noteworthy acquisitions of the past year. She is a musician of broad musical culture, having studied not only under the greatest teachers of this coun-



Miss Aileen Northup, Violinist

try, but also in Europe, where she spent four years with the most famous masters. Her playing is characterized by extraordinary poetic insight and intellectual refinement. She studied in Berlin and is a graduate of the Cologne Conservatory. She studied in New York and Chicago prior to going to Europe. Miss Parks has done musical criticism in New York, and this and her travels have given her a wide musical acquaintance. She is a pupil of Max Paur, the well known European virtuoso.

### Pierce.

Justice H. A. Pierce, who knows everybody, is the first of the aspirants to the supreme bench formally to announce his candidacy. Judge Pierce speaks right out in meeting. He says: "It is my ambition to round out my life with one term on the Superior Bench of this county. I have had a long and wide experience as a lawyer, and have served as Judge in two states before coming to Los Angeles. I have been for many years a member of the Bar of the Supreme Court of the United States, and I can confidently refer to the entire Bar of Los Angeles, who have practiced before me for the last five years. While I am a life-long Republican, I think that politics should not be considered in selecting judicial officers. Fitness and qualifications should determine the matter."

## Great Wild West Show for Sailors

The free "Wild West Show" provided by the City for its sailor-guests will be a great sight. It opens at Agricultural Park at 2 p. m. daily for four days, April 20, 21, 22 and 23. Grand stand seats are reserved for the sailor-guests. Admission to the public is 25 cents, children 10 cents.

The features of the "Wild West Show" are:

**First Event**—A frontier town scene will be established in front of the grandstand of Agricultural Park. Actors taking part will include a blacksmith, bartender, judge, Chinaman and other town hangers-on. At first will be the "shooting up" of the town by two cowpunchers; their entrance into the saloon and their leaving, "shooting up" the town as they go, which will be the signal for the arrival of the Vacquero Club. As the parade comes to the grandstand the second time those taking part in the mounted quadrille will form for the closing feature of the first event—the horseback quadrille.

**Second Event**—Broncho busting, roping of the broncho, saddling (with one or two assistants) and riding straight up, two contestants riding in turn. Genuine wild bronchos will be used.

**Third Event**—Tornado game, or ring spearing—one of the oldest of Spanish games—with at least four contestants.

**Fourth Event**—Pony Express race. At least three contestants will start from a given point, each having in reserve two extra horses; they go one mile on the first horse, return to starting point, change saddles and bridles and complete equipment to a second horse, riding the second mile back to the starting point. The third mile to be ridden with or without saddle, providing they carry the mail sack, which must be delivered at the end of the mile to win the race.

**Fifth Event**—Fancy shooting with gun and revolver, on foot and mounted.

**Sixth Event**—Mounted tug-of-war. Rules

of this event admit two anchor horses and four other horses to each side, ten horses in all; time five minutes from the crack of gun.

**Seventh Event**—Fancy riding, etc. We have secured the services of Charles Meadows ("Arizona Charlie"), Morbley Meadows and the "desert queen" from Arizona, for a series of riding stunts from the plains. Fancy riding, roping, hog tying, etc. wild steer riding, etc., and besides these we have others.

**Eighth Event**—The stage holdup, consisting of arrival of stage, "shooting up" of the tenderfoot, advent of the Vacquero girl leaving for the East, loading of the express strong box and the interest manifested therein by four strangers. A horse tied behind the stage to be delivered in next county; departure of stage; holdup; escape of the Vacquero girl; her return to notify the Vacqueros of holdup; saddling and departure of Vacqueros; qursuit, roping and capture of highwayman; gun fight between sheriff and one robber; killing of robber; attempted lynching; trial and jailing of prisoner. This is the original Deadwood stage owned and driven by E. H. Hutchinson.

**Ninth Event**—An Indian war dance will attract the attention of the crowd from the jail. During this interim a robber's sweetheart will assist him to escape; such escape will be successful, etc.

**Tenth Event**—Steer riding. A wild steer will be turned loose with \$6 in coin tied to one horn. Three contestants are eligible to this, one with rope, one with red flag, the third to mount and take prize from horn. The prize must be taken from horn while the animal is on his feet, and the contestant must be astride of steer at the time the prize is taken from the horn.

**Eleventh Event**—The greased goose—another old Spanish game.

**Twelfth Event**—The escaping sailor and his capture.

## By the Way

### Anderson for Mayor.

The next municipal campaign comes next year, but already the lines are being drawn and the availability of various candidates canvassed. One candidate is more or less avowedly in the field, Mr. James A. Anderson, formerly of the Board of Public Works. Backed by Thomas E. Gibbon, W. R. Burke, and the silk stocking division of the Democracy represented in the Democratic League, the Anderson boom is well under way. Mr. Gibbon, Mr. Anderson and their associates believe that they can dominate the city Democratic convention without much difficulty.

### The Next Step.

The next step in this project, which is easy, is to swing the Non-Partisans, the Meyer Lissner contingent, the City Club, the church people and the reform element generally into line. E. T. Earl with the "Express," the "Examiner" and the "Herald" will support Anderson. The "News" may be on the fence, with leanings probably to-

ward Anderson. The "Record" supports nobody particularly. The "Times" will be for the Republican nominee against Anderson, whoever he may be.

### No Sideshows.

Such an alignment of political forces will eliminate all of the sideshows. There will be no prohibition ticket; there will be no labor-union ticket; there will be no separate Non-Partisan ticket. The lines will be strictly drawn—a friend of mine says that there will be a complete division of the "sheep and the goats."

### Theaters and Liquor Dealers.

Additional interest will center on the issues to be voted on at the same time. The voters will have a chance to declare their views on Sunday theater closing, and on license or no license for the retail liquor trade. These things will assist in putting the whole proposition squarely to the people.

I wonder what the Democrats who do not

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affiliate with the Democratic League will say to this program; I wonder, once they are roused, whether the Gibbon-Burke-Anderson-Express crowd can possibly name Anderson as the first step toward combining the Democrats and Non-Partisans in a common cause; I wonder what chance the jobless think they would have for jobs were the deal made and Anderson elected.

**A Beautiful Plan.**

The more I look at the plan the more I have to admire its ingenuity. It is undeniably clever, and undeniably "good politics." And the next proposition to consider is who the Republicans have in training who can beat it.

Southern Californians visiting San Francisco cannot do better than stay at the Hotel Majestic, corner of Sutter and Gough. First-class accommodations and service for first-class people. Gustav Mann, manager, formerly of Los Angeles.

**At the Bottom.**

There is an underlying vein of malice in the "Times's" onslaught on the school board last Sunday. Whenever the "Times" gathers itself for an attack and throws into its columns all the energy of which it is capable there is always a reason—usually to be sought in the hatreds and prejudices of General Otis. In this case the plan is to discredit the administration of Superintendent E. C. Moore, who is to be "driven out of town." The secondary purpose is to discredit the Non-Partisan board of school directors. In the opinion of the "Times" a board made up of cheap ward politicians who will do the bidding of the "Times" is preferable to a board made up of men like Joseph Scott, H. W. Frank, Roger S. Page, Dr. F. W. Steddom, Melville Dozier and J. M. Guinn.

**Keep Out.**

The "Times" seizes this occasion, after recounting the woes of the school teachers, to intimate that the teachers should get into politics. Nothing is more harmful to a school system than the political school board and teachers who meddle with the political puddle. San Francisco's schools afford a splendid specimen of a politician-ridden school department. Perhaps the disesteemed "Times" in its blind hatred for Dr. Moore will lead a campaign for the formation of a "Teachers' Union" like that which was organized in the north. Strange things have occurred in the life history of the "Times."

**Delicious Humor.**

There is a delicious humor in the City Council growing virtuously indignant over the lack of funds in the school department. Inasmuch as the Council cut down the appropriation for the schools, the question as to who is responsible can easily be fixed. The Council is wise in one respect in starting this inquiry; the mouth of the "Times" would never be shut were no inquiry to be held.

**Animus.**

The animus of the "Times" is visible nowhere more plainly than in its remarks about the "costly mahogany furniture" in the board's headquarters; the furniture is only imitation. The remarks about "sending teachers to Europe" are out of place.

Mr. Francis is paying his own expenses. Finally, the "Times" is sore because the board moved from the Chamber of Commerce building to the Security building, away from the vicinity of First and Broadway. I do not believe in discussing the immunity of various buildings to fire; but let me ask any sensible man in search of protection from fire whether he would not prefer the Security building to the Chamber of Commerce building. There can be but one reply.

**On Deck as Usual.**

Once more the little cabal of Congressman McLachlan's enemies are confronted by evidence that whenever Los Angeles needs important service in Washington, McLachlan is ready and able to give it. Congressman S. C. Smith has been the bitterest foe of the Owens River scheme since its inception and has made all the trouble possible for this city. Smith's charge that Gifford Pinchot, the chief of the Forestry Bureau, in approving the plan to convert Owens River Valley into a forest reserve, had acted against the wishes of the California delegation, was promptly and firmly refuted by McLachlan. The Los Angeles congressman produced letters from every California congressman, with the exception of Smith and Kahn—the latter of whom was in Europe at the time—proving that they had written to the President in favor of the proposed reservation. Subsequently in the House of Representatives, Mr. McLachlan made an irrefutable defense for Forester Pinchot and at the same time struck a body blow for the rights and welfare of Los Angeles. The enemies of the Owens

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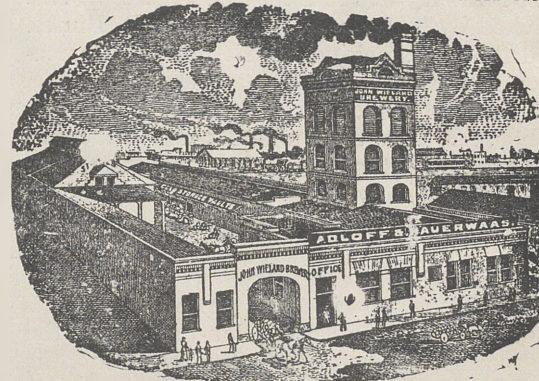
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River plan are fighting desperately in the last ditch, but the interests of Los Angeles are safe in the hands of Senator Flint and Congressman McLachlan. Noisy protestations and perpetual posing in the limelight are not in the sturdy McLachlan character, but whenever there is work to be done in the interest of his constituency McLachlan accomplishes it speedily and effectually. That the Los Angeles daily press rarely gives him any credit for his services has not disturbed the confidence of his constituency.

#### Refer them to Evans.

The Sabbatharians are selfish people. Because they will not journey to the seashore on Sunday to enjoy the magnificent spectacle of the Atlantic fleet's parade, they do not wish anyone else to enjoy the opportunity. They are utterly callous to the evident fact that Sunday is the only day on which many thousands of their fellow-citizens could possibly make the trip, and are willing and anxious that their brethren be deprived of this elevating pleasure rather than their own narrow "principles" should be transgressed. The Navy Department will probably ignore the Sabbatharians' selfish protest. I can imagine what sort of a reply Admiral Evans would mete out to these regulators of other people's conduct and conscience. "Fighting Bob" occasionally uses strong language. He would probably consign a delegation of such Sabbatharians to the sulphurous steam of a mud bath at Paso Robles, which he declared the other day "is nearer hell than I ever was before."

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#### Otis's Dilemma.

The Lincoln-Roosevelt League is claiming a monopoly of all the virtues of the Republican party in California. Their organs argue that unless you are a member of the League it is prima facie evidence that you are a slave of the railroad's machine. I can imagine nothing more calculated to cast General Otis into a fit of apoplectic wrath than to see himself cartooned as chained to the Herrin chariot. The League's organs avowedly are out "to skin Herrin," and as an essential part of that operation they hope to prevent the choice of General Otis as a delegate at large to the Chicago convention. General Otis's "partners in Crime" are Governor Gillett, M. H. De Young of the San Francisco "Chronicle," and George A. Knight. It is a peculiar irony of fate that General Otis, who for a score of years devoted his energies to fighting the Southern Pacific in politics, should now find himself identified with the "machine." The truth is that "the General," being a person of primitive passions, perpetually confounds politics with personalities. He would prefer to be a party to the "organization's" triumph than to witness its defeat by his own personal enemies.

#### His Own Press Agent.

"When Gen. H. G. Otis entered the crowded meeting room he was given an ovation. Frank A. Stephenson started the speaking, and then Gen. Otis delivered his address, and was continually interrupted by applause or laughter. . . . Col. George Black, as temporary chairman, called the meeting to order as soon as the ovation to Gen. Otis had subsided. . . . Then Chairman Stephens began his introduction of Gen. Otis, but hardly had he mentioned him when there was a spontaneous burst of applause, which drowned the words of the speaker, and he had to begin all over again.

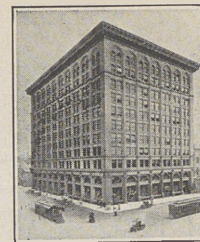
As Gen. Otis rose from his place beside the chairman, the applause became a whirlwind of cheers. The General was deeply affected by his reception. When he could get a hearing he thanked those present for their welcome, and went on with his speech. This will be found in full on page 2, Part II. At the conclusion of his address Gen. Otis received another ovation, and after the meeting closed he was greeted by scores of old and new friends." The above extracts it may be superfluous to announce, are taken from the report in last Sunday's "Times" of the Republican League's rally. It may also be superfluous to announce that the "Gen. H. G. Otis" referred to is the owner and editor of the aforesaid "Times." Huh!

#### "Blinker" Murphy's Assignment.

Mr. Hearst's "Independence Party" seems to be having a desperate struggle for existence, in San Francisco, where Hearst and Hearstism should be best known. Up to date less than a thousand voters have registered their faith to the Independence party. "Al" Murphy, whose "Blinker" letters on contemporary politics used to enliven the "Examiner," has been taken from the city editor's desk to preside over the Independence party's headquarters. What fun "Blinker" Murphy could have with the Independence party and himself, if his pen were free!

#### Mrs. Campbell's California Visit.

Mrs. Patrick Campbell had no reason to



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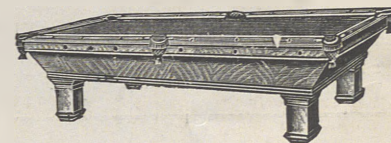
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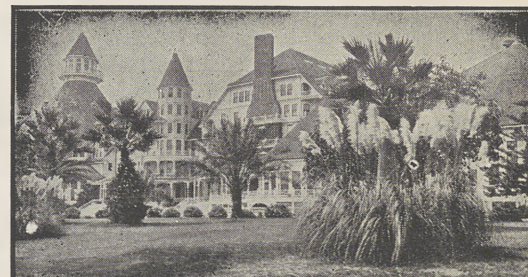
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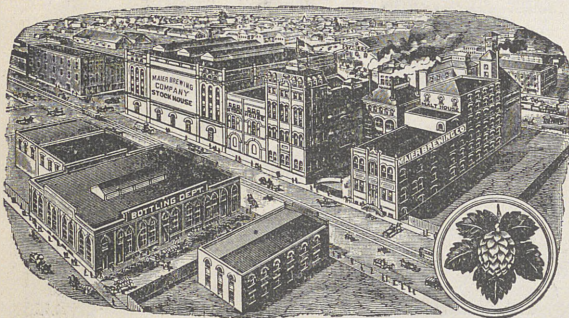
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complain of her California engagement. Every seat at every performance, I hear, was sold during her two weeks engagement in San Francisco and Oakland. The great English actress, however, has not forgiven Los Angeles for its lukewarm reception of "Electra," which she is convinced is by far the most artistic performance in her repertoire. Mrs. Campbell had heard that Los Angeles was rivaled only by Boston as a city of true "culture," and she had been led to believe that the Greek tragedy would be properly supported here. But Angeleños preferred the Pinerotics. Mrs. Tanqueray and Mrs. Ebb Smith drew crowded houses to the discomfiture of Sophocles's heroine. In consequence of the slim support given "Electra" here, Mrs. Campbell cut out one of the scheduled performances in San Francisco, and gave Oakland none at all. An interesting result of Mrs. Campbell's visit to San Francisco was her acceptance of Miss Agnes Tobin's translation of Racine's "Phaedre." Miss Tobin has turned the great French tragedy into strong and graceful English verse, and Mrs. Campbell hopes to appear as Phaedre next season. This tragedy has long been one of Sara Bernhardt's masterpieces, but hitherto the only English version has been a literal and unworthy translation.

### Eaton.

Second Church of Christ, Scientist, of this city, has called Mr. Clarence C. Eaton, C. S. B., of Tacoma, Washington, to lecture on Christian Science. To accommodate the people who desire to hear him, two lectures have been arranged for, one at the Auditorium at 3 p. m., Sunday, April 12, and this will be repeated at Simpson Auditorium, Monday evening, April 13, at 8 o'clock. Both lectures will be free to the public.

Mr. Eaton is a lineal descendant of Francis Eaton of the "Mayflower." He was educated in the public schools and Academy at Watertown, Wis., then learned the printer's trade, and was a newspaper correspondent for a number of years. He was for twelve years owner and publisher of a newspaper in Columbus, Wis., where he was elected Superintendent of Schools and a member of the City Council. He disposed of his newspaper in 1899 to devote his entire time to Christian Science. In 1902 he removed to Tacoma, Wash. He has served as a reader, and has been a member of State Publication Committees in Minnesota and Washington.

### Hail to the Fleet.

Bruce Gordon Kingsley, the organist at the Auditorium, has set to music the spirited words of Edmund Mitchell, "Hail to the Fleet." Mr. Mitchell has produced words that carry the tingle of patriotism and Mr. Kingsley's music, particularly the chorus, has the real swing and "singableness" that go to make a popular song. This song, published by the Pacific Music Publishing Company, Delta building, has been sung with strikingly good effect by the pupils of the public schools. The words are:

Through the Golden Gate there sweep  
Wardens of the mighty deep,  
Battleships designed for war,  
But with peace their guiding star.  
Hark, from every crowded height  
Glad some welcomes ringing,  
Hand grips hand, and eyes gleam bright,  
With joy the West is singing:

### CHORUS:

Oh, hurrah for the battle fleet  
Afloat on the Western main,  
All ready for war should war drums beat,  
To fight again and again.  
Though we fling defiance to none,  
We will keep up the gallant story,  
And defend the shores which our fathers won,  
We vow it by dear Old Glory!

Wild the seas th' Armada plowed,  
Dark the nights of fog and cloud,  
Long the way, but clear the call—  
"Guard the gates, guard one and all."  
Now at last 'neath sunny sky,  
Balm winds caressing  
Safe the ships at anchor lie.  
All's well, by Heaven's own blessing.

### CHORUS:

Oh, hurrah for the battle fleet,  
etc., etc.

### From Coronado.

Coronado is now awaiting the arrival of the big fleet that came around the Horn. All the preparations for the visit of the peace doves are complete. The 700-foot pier which is built expressly as a landing place for the warships is ready to do duty. All arrangements for a celebration, patriotic and social, are finished. San Diego, across the bay, will look after the patriotic end and society will have its inning at Hotel del Coronado.

A banquet, two dances and a pyrotechnic display along the ocean front are the features of Coronado's end of the warships' visit. On Tuesday night following the arrival of the fleet a banquet to one hundred will be held in the breakfast room of the hotel, at which the Admirals, Captains and Commanders of the warships, together with prominent citizens of the Pacific Coast and country will be present. Wednesday night the hotel gives a ball in honor of the officers of the warships. On Friday night San Diego is sponsor to a military ball which will be held, however, in the ballrooms of Hotel Del Coronado.

The big hotel is filled to its utmost capacity with visitors who are at the resort on account of the warships. It is the most brilliant gathering the hotel has seen this season, not excepting polo week. The fact that all the sixteen warships will be anchored off the hotel, giving a view of the armada such as has not been seen since the flotilla left Hampton Roads, has brought down hundreds of visitors. Tent City, which ordinarily does not open until June, is taking care of scores of people who cannot find quarters at the hotel. Next week marks the climax of Coronado's season.



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### Sidewalk Space.

At the risk of getting myself terribly disliked by downtown property owners I want to say that Mayor Harper has struck an equitable and fair lead in suggesting that property owners pay a rental to the city for space under the sidewalks. As far as I can learn the onwership of a lot does not give any right to space on the city's property—and the space under the sidewalks belongs to the community. You and I and the other fellow own as much of the sidewalk space as the abutting property owner. He should pay the city a fair rental for the space he occupies.

### Extensions.

Possibly because competition has grown swifter than in other directions, the two gas companies—the Los Angeles Gas and Electric and the City—announce heavy expenditures of money in the immediate future, all in the line of permanent improvements. The City Gas Company, headed by Joseph F. Sartori, has completed its plant and laid forty miles of pipe, the cost being well within the \$1,000,000 guarantee fund raised by Mr. Sartori and his friends. This company has plans developed calling for a total expenditure of about \$4,000,000, and there will be no delay in prosecuting these plans to completion. On the other hand, the Los Angeles Gas and Electric has completed its preparations to lay seventy-five miles of additional pipe. Most of this, presumably, will go into the recently developed districts lying on the outskirts of the city. Up to this time there have been no indications of a rate war—one of the favorite diversions of battling gas companies. It is not too little to expect that this will come about in due time.

### Yellow.

The "Times" makes great capital out of the statement that the "Examiner" is "yellow." On numerous occasions the "Times" has held up its hands in assumed horror at the "yellowness" of the "Examiner"—and called upon high heaven to sit in judgment on "yellow journalism." Yet the "Exam-

iner" in its wildest flights never published anything more yellow than an article that appeared in the "Times" of April 9, recounting the adventures of a woman who makes a business of playing faro in mining camps. At least that was stated to be her business. Not only does the yellow "Times" give the supposed winnings of this woman but closes the article with an interview, one sentence of which tells a whole history in itself: "My folks don't know and don't care perhaps, where I am now. I did not ask their advice when I started upon my career."

### Bad! Bad!!

A newspaper that publishes this prides itself on being a great family journal. I get about a bit and let me tell the "Times" something. Men will say things to me about the character of the "Times" that they do not dare to say to General Otis and do not care to say to Harry Chandler. One of my friends a short time ago said to me: "There was a time when I believed what I saw in the 'Times.' With many others I rather looked upon it as a political bible and a model of truth. I had plenty of company among the men in Los Angeles. Well I read the 'Times' still, but I read it in the spirit of a doubting Thomas. I know the hates and likes of the paper, its policy and its schemes and now I can read it intelligently. It is deplorable that the paper has sunk to this situation. That it has is well known in Los Angeles. It still has some influence in the country but its readers there will soon find it out."

### Public Funds for Private Feud.

Rudolph Spreckels's desire to be relieved of the burden of paying the piper for his dance seems to find small favor with San Francisco taxpayers. District Attorney Langdon, whose public office has been financed and controlled by the private purse of Rudolph Spreckels, is asking the Board of Supervisors for an appropriation of \$120,000 to swell the diminished coffers of the Spreckels private fund. It is estimated that Rudolph Spreckels has already spent \$300,000 in the persecution of his private enemies, and in bargaining with Ruef. The latter was Detective Burns's chief work for many months, and finally proved as abortive as justice demanded that it should be. Both Burns and Heney have proved very expensive luxuries to Spreckels. A year ago they guaranteed that they would adorn the

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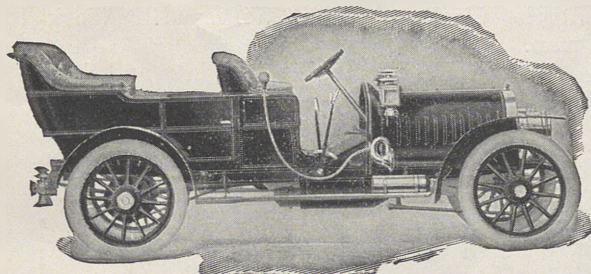
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Spreckels belt with the scalps of Herrin, Calhoun and others. They have not delivered "the goods," and seem farther away than ever from their quest. The people recognize that justice has been monstrously tortured, and are in no mood to provide Mr. Spreckels with public funds for a private feud.

### Ruef's Doom.

That there is any revival of interest in the so-called "graft prosecution" in San Francisco is due to the fact that at last there is a strong probability that Abe Ruef is about to get his deserts. Mr. Spreckels and his colleagues cared nothing for the conviction and punishment of Ruef. They preferred to use him for the pursuit of Spreckels's private enemies. But the abortion of the Spreckels plan and Ruef's disappointment of Heney and Burns, coupled with the intense public disgust at the disclosure of Ruef's promised immunity, have driven the prosecution to go after Ruef in earnest. Long odds are now laid in San Francisco that Ruef cannot

escape conviction in the Parkside case, which has now commenced. Heney hopes to prove by Umbson, Green and Brobeck of the Parkside Realty Company, who were indicted jointly with Ruef, that they were "held" up and forced to meet his demands. Then Heney will produce evidence from the "good dog" supervisors that Ruef promised them a bribe to pass the Parkside franchise.

### Rogers and the United Railroads.

Earl Rogers will not appear at the head or among General Tirey L. Ford's counsel in the third trial of the United Railroads' attorney, which commenced this week. Rogers has several pressing engagements here at home, and I hear that the United Railroads does not regard the present Ford trial as sufficiently serious to make Rogers's presence necessary. If Patrick Calhoun is ever brought to trial, which at present seems exceedingly doubtful, Rogers will again return to San Francisco to take a leading part in Calhoun's defense.

## Deborah's Diary

The vaudeville entertainment to be given on Monday evening, April 27, at the Mason Opera House, for the benefit of the Brownson House Settlement work, promises to be a social and artistic success. An unusually brilliant and varied program has been arranged and there will not be a dull moment throughout the entertainment. Madam Modjeska has kindly consented to appear in a short play which has been translated

from the French for her by Count Bozenta. Miss Margaret Goetz will sing a group of her charming songs, one in Spanish, one in English and one in German, perhaps Schubert's Serenade. The highly artistic finish of Miss Goetz's interpretations will make her contribution delightful. There will be a comic opera act with the most fascinating show girls and men. Six children in costume will sing Mother Goose songs and also dance. A monologue, a wonderful athletic act, a one act comedy, and several other delightful surprises are planned.

The patronesses of the affair are Mrs. Walter Jarvis Barlow, Mrs. Hancock Banning, Mrs. Ernest A. Bryant, Mrs. J. Ross Clark, Mrs. M. J. Connell, Mrs. George Denis, Mrs. C. C. Desmond, Mrs. J. C. Drake, Mrs. Philip S. Forve, Mrs. John F. Francis, Mrs. John R. Grant, Mrs. Lewis A. Grant, Mrs. Merrill Moore Gregg, Mrs. George Allan Hancock, Madam Ida Hancock, Mrs. Elizabeth Hollenbeck, Mrs. W. H. Holmes, Mrs. Stephen C. Hubbell, Mrs. William T. Johnston, Miss Susan G. Lynch, Mrs. Granville MacGowan, Mrs. Randolph H. Miner, Mrs. Earl B. Millar, Mrs. Andrew Mullen, Mrs. John Murietta, Mrs. John H. Norton, Mrs. Henry O'Melveny, Mrs. I. H. Polk, Mrs. Mary J. Schallert, Mrs. Godfrey T. Stamm, Mrs. Charles Modini Wood, Mrs. Boyle Workman, Mrs. William H. Workman.

Dainty French maids in pink and blue costumes and fetching caps and aprons will sell candy and flowers to those who wish their services. But the programs will be

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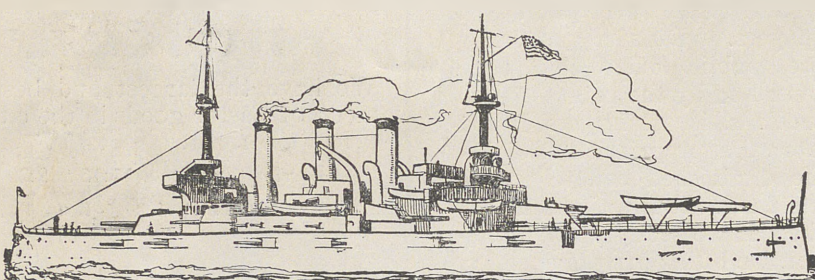
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given in the usual way, without any charge. Mr. George Allan Hancock has made all arrangements for the orchestra, which will be directed by Mr. Kammermeyer.

Miss Gertrude Workman is managing the affair, and the proceeds will aid the Brownson House workers to continue their work of the past seven years in the crowded quarter of the Eighth ward where the Settlement House is located. An open air gymnasium, which is a source of unending pleasure to the boys and girls of the neighborhood, has recently been constructed. Here classes are conducted by experienced teachers. Besides this, there are the usual sewing classes and clubs of the Settlement, and a clothing department and library. Shower baths have also been installed, and a branch house with a Day Nursery is about to be opened at 135 North Anderson street.

The Brownson House privileges are open to all of any race or creed. There are two hundred children in weekly attendance at its various clubs and classes, and a flourishing Woman's Club meets fortnightly. Night classes are also in session for working boys. The work is under the patronage of Rt. Rev. Thos. J. Conaty, who built the charming bungalow in which the work is conducted at 711 Jackson street.

Fleet week will usher in the joys of after-Lent, and the smart set will entertain with many little affairs for the natty sailor lads. The naval ball will be the most brilliant affair that Los Angeles has witnessed for these many moons. It is to take place on Wednesday, April 22, at the Shriners' Auditorium. Decorations will, of course, be fitted to the occasion, and it will no doubt be a splendid sight—the long, gay ballroom, with its crowds and crowds of exquisitely gowned women, the immaculate uniforms, and the severe black and white of evening dress. The patronesses include the ultra smart women of the city, and Mrs. Robley Evans, wife of the Admiral, has consented to stand in the receiving line.

This week we have been having the "Shriners' Circus" to liven things up a bit. Every night the fashionable cafes have been crowded with merry parties, and the streets have been lined with big automobiles and carriages. It was considered quite good form to watch the erstwhile dignified business men of our city disport themselves in making the crowds laugh, even if it is Lent. Next week there will be little or anything going on—except of course the plotting and planning of Easter frocks and Easter bonnets. Everywhere one goes nowadays, one hears a confused jumble of "naval ball—fleet—sailor suits—Easter hat—does pink go well with my hair—etc."

The Jonathan Club expects to renew its popular ladies' nights after Lenten, and once more Arend's orchestra will be heard playing "The Merry Widow" in the handsome clubrooms.

Wednesday night Miss Nan Marsh, daughter of Mrs. R. H. Marsh of 617 Shatto Place, became the wife of Mr. Bernal Dyas, a well-known young business man of the city. The ceremony was performed by the Rev. Baker P. Lee of Christ Church. Miss Marsh's wedding gown was of ivory satin, garnished with pearls. Her sister, Mrs. Guy Hagerly, who was matron of honor, was in pink crepe de chine, and Miss Betty Worman, the

bridesmaid, wore pink chiffon. The bridal party passed through an aisle formed by white satin ribbons to a flower-banked altar, where the ceremony took place. Ribbon bearers were Miss Cynthia Fay, Miss Leola Allen, Miss Bonnie Anderson and Mrs. Roe Sanderson. After a wedding trip Mr. and Mrs. Dyas will make Los Angeles their home.

The Bessie Fuhrer String Quartette entertained Friday afternoon with a musicale at Symphony Hall. The members of the quartette are Miss Bessie Fuhrer, Miss Florence Paine, Miss Elsa Fuhrer and Miss Edna Foy, Miss Mary Mullen, Miss Winifred Ballard and Miss Lucy Fuhrer will assist them in receiving.

Just at the moment the domestic troubles of Dr. and Mrs. Arthur C. Thorpe are affording a nice morsel for gossip and speculation. The Thorpes both have a wide circle of friends, and the friends have tongues. I am one of the few who think that the less airing there is of the troubles of man and wife the better society is off as a whole. I never read these disputes, so thoroughly dilated upon by the daily newspapers, but that I think of John W. Mackey and his wife. Mackey, as every one knows, was one of the Comstock mining millionaires, and with James Gordon Bennett, the creator of the Postal Telegraph system. For many years prior to his death he lived in the United States, giving unremitting attention to the colossal business enterprises in which he was engaged, while Mrs. Mackey lived abroad, spending most of her time in England. Now, in point of fact, no newspaper delver was ever able to arrive at a definite point in investigating the domestic affairs of the Mackeys. Presumably there was a difference—but no one could say so to a certainty, let alone learn of any cause for dissension. John W. Mackey eluded every attempt that was made to pry into his private affairs, and these attempts were not a few. Mrs. Mackey kept her peace with religious fidelity. I have always had a deal of respect for John W. Mackey for this, knowing him tolerably well. Mrs. Mackey never came within the range of my newspaper experience, and consequently I cannot speak personally of her. But what a relief it would be to all of us if discordant couples would "agree to disagree" without the intervention of the public eye and the public ear! And what a blessing it would be to the public if the inharmonious would avoid the courts as far as may be!

Rumors of a new movement in choral

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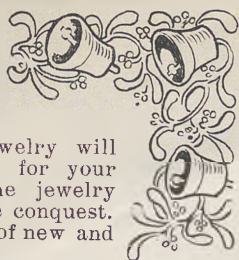
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work are going the rounds of the studios. It seems as though Manager Behymer received a roasting letter from the Damrosch orchestra management, when they learned there was no musical organization, vocally inclined, who could assist them one evening in festival work when they play in Southern California, and members of the various vocal

organizations, such as the Orpheus Club, Ellis Club, Ladies Lyric Club, and the Treble Clef Club have been in daily conference agitating a united movement for a greater Los Angeles festival chorus, which could be used for just such great events each season, when orchestral organizations of this character come this way.

## Lucille's Letter

My Dear Harriet:—

The most important of all questions in your last letter was where and how could you get a reliable trained nurse. I hasten to answer—You must apply either by phone, E 2240; and Main 1785, or mail to the California Hospital's Nurses Directory, under the management of Mrs. W. B. Middleton, 1103 West Eighth street, where a registry is kept of all the graduated trained nurses, associates of the alumni of our big California Hospital. This, dear girl, is the only incorporated institution of the kind in the city. Other registries there are, and homes for trained and untrained nurses, but under this new and capable management, which has been organized by a number of the best nurses of the city, you will find only graduates of highest reputation and certificated education. Many of the innumerable and often incompetent Eastern women who come here for their own health and their country's good, and who were for some time past enrolled on the registers with our local and well drilled staff have been carefully weeded out, and so, in applying at the above address, you will find yourself promptly supplied with a first class nurse, male or female—ready and capable for anybody and everybody.

And now to return to the song of the shirt, my dear. If you had seen the crush at the bargain shirtwaist counters in the Ville de Paris last Monday you would have really thought some of our women folk had wheels instead of brains under their Merry Widows. They came in by hundreds at both entrances on the mad run, fighting their way to the basement as if pursued by fire or the devil. Upstairs all was peaceful and calm enough, and I enjoyed seeing some of the latest novelties in suits and silken gowns, jackets and princess robes, and beautiful Rajah costumes in novel cut and style. A Butterfly Rajah I thought was awfully stunning in white with polka dots and heavily pleated skirt. This fascinating mirage silk is made into some most attractive street costumes at the Ville de Paris; one in green with collars and cuffs of natural pongee shade was most effective. From thirty dollars to a hundred and more the Ville can supply you with any of the very latest ideas in ready made tailored summer suits.

And for the Misses and lucky young people this week, my dear, the Boston Store is all ready to help along the good work. Peter Thompson is having a "walk over" during the "fleeting fleet days." Every maiden will naturally want to emulate the sailor laddies and the Boston Store has laid in the most delightful assortment of these becoming sailor garments. In many shades of blue, navy, cadet, sky and Copenhagen, in oyster white, in browns, tans, whites and striped effects, these faultlessly made tai-

lored garments are to be found at the Boston Store in sizes ranging from six to twenty, and then some, if the twenty is slender and girlish of form and figure. There is no summer costume more appropriate than a Peter Thompson linen sailor suit, and no house in town carries so large and complete a stock of the same as does the good Boston Store.

There was a flutter in women's lingerie robes going on in Myer Siegel's delightful establishment at 251-255 South Broadway when I sauntered in. All the beautiful soft princess gowns were on view, and at absurdly easy prices, it seemed to me. A really

## In Colonial Days

when gas and electricity were unknown, the Candlestick was a necessity, while today, odd as it may seem, it is a luxury. From a daily need to a daily use it has taken its place in the Twentieth Century as a very pretty bit of home decoration.

There is, of course, a reason for all this; the reason that the soft glow of the candle is incomparable; it suggests as no other artificial light, atmosphere of peace and ease, and comfort, and beautiful shades have increased the charm of the Candle light's natural mellowness quite materially.

Candlesticks, Candles and Shades have come very much into fashion, and for decorating the little touch of color they give has made them decidedly popular.

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## On the Stage and Off

Were it not for the deft, inimitable touch of that master artist, David Belasco—his vivid, unexpected gleams of humanity—"The Girl of the Golden West" would be crass melodrama. As it is, the play is virile, the story of men who lived, who played the game, and paid. The "Girl" with the oaths that slip unnoticed from her lips and her boyish camaraderie with the men who have been her best friends, is still left a woman—the sort of a woman who is always looking for a better thing, who is "reaching out," and who finds that the gold outweighs the dross in the hearts of most men.

Belasco has provided startling situations and piles his climaxes in a fashion that would prove disastrous to any other playwright. What could be more ghastly than the picture of the saturnine sheriff standing with his white handkerchief at arm's length, while the warm life blood of the bandit drips slowly down from the loft onto the immaculate linen. It is such bits of stage craft that makes one wonder at Belasco's originality.

The curtain goes up, revealing the gray mountain tops lying beneath the moonlight,

for ten dollars, and for twenty-five or thirty a beautiful piece of intricate design in all the best "evening and early morning" shades could be had. I was after a white linen suit myself; I believe nothing gives greater satisfaction for the money than a nice linen coat and skirt, and Siegel's outfit in this line is simply bewildering. Long coats, short coats, Eton coats and pony coats, tailored severely or elaborately trimmed with Irish lace—my child, the difficulty at Siegel's is not to find what you want but to make up your mind which.

And then again crops up the eternal hat question. Let me tell you, the Merry Widow business is about played out. I went over to Blackstone's millinery department to be put wise on the subject of Easter hats and bonnets, and found such a "bizziness" going on among the hats that I had lots of time to rubber around and see what was just the very smartest thing going. For choice I spotted a Milan straw in natural shade, shaped in Napoleonic fashion and smothered on top with the fluffiest and softest mass of white ostrich tips. My dear, so stylish and becoming a hat you never could have tried on—and left in the store. Alas, I had to, and turned my attention to the turbans in Russian effect and composed of any and every form of trimming. A turban, fitting the hair as Blackstone's importations do, is just about fifty per cent. more becoming

than a sailor or big flat hat; Blackstone's millinery for Easter this year is the most moderate in price and at the same time the most stylish of any in our large up-to-date establishments. If you would have your prayers properly answered on the glad Easter morn, dear Harriet, you are aware that they must be covered by a new Easter bonnet, and the place to buy it is at Blackstone's—and you'll have to hurry too.

It isn't at all a far cry from the hat to the face, dear girl. If you want your face treated in a manner entirely different from your massages, just drop in to the parlors of Anna Bergeron, 510 Fay building. You will find a neat, tastefully furnished rest room, where nothing grates on the nerves. And charming Mrs. Bergeron herself will act as a testimony for the efficacy of her treatment, when you see her beautiful skin. She gives an electrical facial massage that smooths the tired lines away and puts new life into your skin. You can just stretch out in a comfy Morris chair and utterly relax while you are being treated. One of the best things about her place is its air of exclusiveness. You feel certain that only the smartest people patronize her, and that it won't be long before she is entirely the fashion.

Well, once more it is adios.

Affectionately,

LUCILLE.

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flecked with gaunt shadows that creep about the rocks. Almost imperceptibly the canvas moves, showing the long slopes a-dream in the night—down over crags and boulders and over the canyons to where the little cabin nestles among the hills and sends its one beacon light gleaming down the ribboned road, silver in the moon-shades. Then on to the brilliantly lighted main street of the camp, where the Girl's saloon, with door ajar, rings with the rough voices of men at cards—such a picture so thoroughly prepares one for something unusual that though the interest of the play is tense at times, it is quite natural that you are conscious of what the Girl would call "a letting down."

But be that as it may, the Belasco people make it a play well worth seeing. Alice Treat Hunt, the new leading woman, has already won a place in the hearts of the Belasco patrons. She is possessed of individuality and personality. She gives the impression that there is "something to play to," a warmth and yet a reserve, and a general air of capability. She gave a splendid performance Tuesday night, handicapped

though she was by a palpable and natural nervousness.

Lewis Stone is never commonplace; he is the sort of actor who lends significance to insignificance. He must suffer physical discomfort in the scene where he reels from the loft, across the stage, and falls with a sickening crash against the table. Stone's art lies in the fact that he never forgets himself or his audience, while he is seemingly absolutely unconscious of both.

Howard Scott, with his subtle art and his knack of expressing through facial suggestion and gesture the emotions of which most actors rant, does not rise to his opportunities as was expected. As the Sheriff he is disappointing, giving no glimpses of the sort of man who in his own words "travels down the long trail with his face set towards the sun." He is dominative without being dominant.

Many and worthy are the character bits—the stalwart Indian of Hobart Bosworth, the shifty-eyed greaser of Charles Ruggles, the squaw of Adele Farrington, the Nick of Dick Vivian, the eccentric creation of Arthur Paget, the Trinidad of William Harris



Scene From Act I of the Original Production of "The Girl From The Golden West,"  
the Drama now on at the Belasco Theater

and the Sonora of Harry Glazier—every one worth individual mention for the carefulness of team work that make the details fit together into a perfectly balanced whole.

More than one Belascoite has admitted his disappointment in the play. We were led to expect too much—otherwise we should have been more deeply gripped by it. But no one has regretted seeing "The Girl of the Golden West," and there are many who would be glad to see it again.

The following communication from a Graphic reader should be of interest just now, coming as it does close upon the heels of "Mrs. Warren's Profession," and just before the production of Mary Shaw's "The Whirlpool."

The reason many people think that the realistic drama is a decadent form of literature of no promise or importance is that they have not seen enough plays of this character to really judge them, and one cannot fully appreciate plays by simply reading them. We have been severely handicapped on this coast by not seeing more of the best work of the modern writers. Occasionally an emotional actress of greater or less ability wanders through a production of "Magda," "Ghosts," or "The Second Mrs. Tanqueray," and some of the critics, incapable of

appreciating them, dash off two or three stereotyped paragraphs expressing their disapproval; then if the production is a success it is due to the popularity of the actors. Occasionally a stock company is smitten with a right spirit and produces "Candida" or "The Doll's House," but it immediately returns to "Why Smith Left Home" or "Charley's Aunt." The recent visits of Mrs. Patrick Campbell and Miss Shaw coming so close together have aroused unusual local interest. Now if the local stock companies, taking advantage of this interest, would give a series of the best plays of Ibsen, Shaw, Pinero, Maeterlinck and similar writers, in all probability the public would respond by supporting them. There can be no question as to their ability to produce them for our stock companies have frequently surpassed the Syndicate productions and we undoubtedly have the talent here.

The modern writers for the stage have been peculiarly fortunate in having exceptional actors produce their plays. Shaw has had Mansfield, Terry, Arnold, Daly and Mary Shaw. Mrs. Patrick Campbell established Pinero's fame with the first production of "The Second Mrs. Tanqueray." D'Annunzio has Duse, and Ibsen Betty Hemings, Nazimova and Fiske. But this has been of little benefit to America. The Pacific Coast in particular suffers, since most of these actors remain abroad, or during their infrequent visits to this country are seen only in the largest cities; while Arnold Daly is not in the Syndicate and does not try to appear on this coast. So there is all the more need for us to have our own productions. We could easily do so, as we have such capable organizations.

And there is need for us to see the work of the serious writers of the day. If we, on this coast far from the art centers of the world, would be progressive in all things we should help the modern drama—the chief medium of expression.

The Realistic movement, which is finding its greatest outlet in the drama, has much that is objectionable, but there has been no great movements without defects. In the more popular plays of the present day life for the hero and heroine is all peaches and cream; but Realistic literature goes to the other extreme and paints life only as tragedy. This class of plays contains an abundance of ideas and nothing else, some of them not even action. But there will come proper adjustment if the right encouragement is given; if neglected this entire movement to free us from such plays as "Her Own Way" and "The Boys of Company B" will perish miserably. Our standards will then be such that the students and scholars of the future will wonder that we at any time accepted the crude, frothy attempts of our day as real drama, just as we marvel now at the miracle plays of the pre-Elizabethan period.

Here is one week when it may be truly said without any exaggeration that every turn at the Orpheum is excellent. The three holdovers, Olympia Desval with her horses and dogs, Carroll and Cooke with their screaming buffoonery and the Austrian athletes with the Scotch name were all just as good as last week. It is hard to say which is the best of the new turns. Edwin Stevens with his representations of Dickens' characters would be the best if it were not for his old failing of subjecting oracular art to the tyranny of make-up and facial expression. These two latter are something to be wondered at but it is shocking to watch an exact and artistic Uriah Heep and hear him talk with a strong down East accent. Clayton White and Marie Stuart are very delightful. Both of them might have stepped out of one of Jacques Futtrelle's stories. He is the successful race-track follower and she is the warm-hearted, impulsive woman of wits. It is a great combination and any suggestiveness is so artistically introduced that one does not notice it. Loney Haskell walks onto the stage and gathers the audience to his capacious bosom. This comedian has the wonderful knack of claiming his audience as soon as he opens his mouth. Then we all laughed heartily at his chestnuts and, after all, that is what we go to the Orpheum for. Snyder and Buckley are very amusing and really clever with their musical tomfoolery and Wynne Winslow, who took Della Fox's place, delighted us with a figure of brobdignagian "sveltness" and a very pleasing voice that does full justice to the massive lungs behind it. The moving pictures at the close were particularly fine. We were taken through the entire story of "Treasure Island," from the twenty men on "The Dead Man's Chest" Island to the final discovery of the treasure. Yes, it is an exceptionally good show at the Orpheum.

"Shenandoah" has been revived at the Burbank every season since the Neill-Chapman regime, but each succeeding year it is greeted with as much enthusiasm as though it were new. The principal feature of its presentation this week at the Burbank is the battle scene, when soldiers who look like soldiers and who do not handle their guns as though they feared them, send volley after volley into a Barmicades Confederate Army. Such a scene is apt to become farcical in most productions, but staged as it is at Morosco's, it arouses the "Great American patriotism."

William Desmond has another opportu-

ity to be gloriously heroic in his soldier clothes, and he takes advantage of every chance. The General Haverhill of Byron Beasley is another evidence of that actor's unusual talents, and Frank Bedloe, in the hands of H. J. Ginn, is gruesomely realistic in his death scene.

Where or how Henry Stockbridge captured the English accent which he donates to Captain Heartsease has not been ascertained. Barring the "doncherknow" he gives an excellent delineation.

Blanche Hall is a most lovable little rebel, just as Elsie Esmond is adorable as "the daughter of the regiment.

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**Rosaire & Doreto**

The Captain and the Sailor

**Brown & Nevarro**

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**Fred Sosman**

Singing Comedian

**Geo. B. Snyder & Buckley—Harry**

Musical Comedians

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**Clayton White and Marie Stuart**

Playing "Cherie"

**Loney Haskell**

"That Rascal"

**Edwin Stevens and Tina Marshall**

"The One Flag"

Matinee Every Day.

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WEEK COMMENCING MONDAY, APRIL 13

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New Song Hits, Advanced Vaudeville Numbers, and the latest Moving Pictures. Matinees daily, except Friday Ladies' Souvenir Matinee Thursday. Friday, Amateur night, always a hit Prices, 10c and 20c. Reserved Seats, 25c. Evening Shows at 8 and 9:30.

**Trusty Tips to Theatre Goers.**

**Belasco**—Owing to the great demand, "The Girl of the Golden West" will be run another week at the Belasco.

**Mason**—"The Burglar and the Lady" opens a three days engagement, beginning April 16.

**Burbank**—The popular Cottrell-Morosco drama, "In South Car'liney," will be revived at the Burbank for the coming week.

**Orpheum**—Orpheum Monday matinees have "arrived." Their acceptance was sealed by the "Sold Out" sign displayed last Monday afternoon at the Orpheum Box office. Next week's bill, commencing Monday afternoon, is headed by the Three Sisters Macarte, a trio of English beauties who will present an artistic novelty. Rosaire and Doreto will supply an item that has been conspicuously absent from the Orpheum of late. These are knockdown comedians of the good old laughable type. Brown and Nevarro are colored entertainers who sing and dance with all the vim and abandon that makes their race so successful on the vaudeville platform. Loney Haskell remains another week. Snyder and Buckley have made such a hit that they will be retained for a third week. Clayton White and Marie Stuart playing their inimitable racing comedy "Cherie" will continue a strong feature of the program, and Edwin Stevens with his dainty little "company," Tina Marshall, will have a new playlet, "The One Flag." This is decidedly different from anything that Mr. Stevens has given us in the past.

**Grand**—Gilbert Gardner returns to the Grand this week as director of the Ulrich Stock Company. Mr. Gardner's ability as a constructor of thrillers was demonstrated two seasons ago when he catered to the requirements of the Grand Opera House audiences most successfully. The week's offering, the first under the new director, commencing Sunday matinee, is "The Card King of the Coast," a typical western melodrama by Lem B. Parker. It is described as a story of adventure in which the characters are fashioned after the heroes and villains of Bret Harte.

**Fischer's**—"The Prince of Budweiser," another of Will Carleton's original musical comedies is promised for next week at Fischer's. H. Bell will be seen as a wealthy St. Louis brewer, who has just returned from Germany, whither he was summoned by the Kaiser, ennobled and presented with an estate for his great art of inventing Budweiser. On his way back to America, he meets Mini, a French music hall singer, and becomes smitten with her. Miss Tannehill plays the singer, and follows the Prince to St. Louis. Then comes trouble, for Miss Montgomery, who plays the role of the Prince's fiancée, is very jealous. However the Baron Wurzbürger played by George Morrell, finally wins the music hall singer, leaving the Prince to his first love. Fred Gamboul will be seen as a detective and Evan Baldwin will be "John E. Wise," a confidence operator who is out to "do" everybody, particularly the Prince of Budweiser. A number of catchy songs are interpolated.

**MASON OPERA HOUSE** H. C. WYATT Lessee and Manager

APRIL 16, 17, 18

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**"In South Car'liney"**

Matinees every Sunday and Saturday, 10c and 25c. Evenings, 10c, 25c, 35c, 50c.



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# In the Musical World

By FREDERICK STEVENSON

The Symphony Orchestra went into its eleventh summer siesta with a fine flourish of modern trumpets and a rare good program of latter-day fare.

Tschaikowsky and Wagner. What more could the iconoclast desire?

But let the good old conventional school take heart of grace and link hands with the new-come man; for, mark you, there is no friend who is so great a friend of the Symphony as the sturdy insurgent who has broken with tradition and clamors for the better things of the better days.

The old cult proclaims Wagner as the essence of ugliness and the epitome of outlandish vagary. The new cult protests that Wagner is never anything but beautiful—that he could not be commonplace or uninteresting if he would.

Some day, without doubt, the world will decide that Richard Wagner, the wonder tone-poet of his day and age, occupied the mean between these two great antitheses—for surely, while commonplaceness was impossible to his master-mind, there are reams upon reams of complicated scoring whereon one may pore in vain for beauty worth the seeking.

Some day, too, it will dawn upon the consciousness of our learned writers that a book of books might well be made out of the rarest gems of all the greater composers. And, when that day comes, it will be strange indeed if Wagner is not represented in part by the wonderful picturing of the Siegfried death scene.

Here, to my concept, we have Wagner at his best and highest, in his purest and most inspired mood; and I deem it not the least of many possible proofs of the truth of this belief that this lovely excerpt compelled distinctly the finest interpretative and richly homogenous orchestral quality from the horns of Mr. Hamilton and his players—and this notwithstanding the rearrangement to which the original form has been subjected in reducing the score to orchestral concert form.

The overture to the "Meistersinger" also met with an unusually fine rendition, the great contrapuntal figuration of the contrabassi, long continued and fairly teeming with interesting variation, making a most strikingly effective piece of tone-painting. Composers are rarely so generous of melodic gifts to the much monotony-driven bass players.

Good old Father Time is proverbially accredited as the great wonder-worker, and it may be that he has yet lovelier things up his sleeve than have so far passed through his magic fingers. But, if he can bring forth to the waiting and hungering world a more beauteous thing than the "Andante Cantabile" of the Tschaikowsky Fifth Symphony, there must assuredly come with it a new type of man, and a new order of tonal doing.

Nothing more intrinsically beautifully, nothing more sensuously affecting, without the faintest trace of the morbidity or pessimism which the lurid school of writers loves to fasten upon the memory of Tschaikowsky, nothing more rich in pure exquisiteness of scoring and rare distinction of treat-

ment, has ever fallen from the pen of mortal writer; and it is precisely because these highest flights of soul expression are possible to the latter day man and utterly impossible because non-existent in the bygone classicists, that I insistently declare it high time to awake out of sleep and sit ourselves down gladly and gratefully to the glorious fare which the modern gods provide.

The concert of Friday lay for me in these two excerpts—the Wagner "Siegfried" and the Tschaikowsky "Andante Cantabile;" and in these the orchestra and its director were at their best—because, great in their opportunity, they were impelled to their greatest flights of impulse.

Some of the rest, happily, did not matter so much; for, where there is so lavish a feast, one would be churlish, indeed, to care if all of the manifold concomitants are not entirely to our taste.

Harold Bauer is probably not to be blamed too severely if he somewhat failed to hold up his standard at his second and final concert, of Monday last.

It is, of course, easy enough to say that the true artist will not permit himself to be depressed by a beggarly array of empty benches; but the fact remains that the temperamental make-up above all else requires the stimulant of crowded environment for its highest development.

To the absence of numbers, then, may possibly be attributed the rather unemotional treatment accorded to the "Andante" of the Schuman G minor sonata, and the favorite Chopin "Berceuse."

On the other hand it may well be that Mr. Bauer is religiously fighting shy of the sentimental mood which tempts the betroused tribe into all sorts and sizes of rubato breakages and wrecked rhythms—much to the undoing of the imitative young student who bursts into soul-yearnings on the smallest possible provocation.

If this be Mr. Bauer's idea, he has cause enough to back him, without doubt. But I rather surmise that the real cause of a certain paucity of delicate fervor in his delivery of the plaintive passion-voiced melodic periods, a very delightful singing touch to the contrary notwithstanding, is an inherent lack of the poetic charm characteristic of Gabrilowitsch, for example.

And herein, too, may be found one more reason why Harold Bauer does not draw, and never will draw, the masses as do others of more fervid type.

Curiously enough, this artist, with his stocky, sturdy build, and his uncompromisingly reserved manner, is best of all in the dainty, lissome, swirling things of the Weber "Rondo Brilliant" and in Saint-Saens "Valse Etude" type, and it is probable by these interpretations and others of like mode that the visit of this sterling artist will be best remembered.

\* \* \*

One most remarkable point anent the scant support given to all artists save those to whom a certain amount of sensation naturally attaches, or is made to attach by managerial tittle-tattle, is the fact that the myriad students of the city seem quite content to let the world celebrities come and go without making any particular effort to take advantage of the education to be derived from constant hearing. The teachers apparently turn out pretty well, and some of them

would never dream of being on hand without a small bevy of pupils to improve the shining hour. But what about the rest, of whom there is a multitude multitudinous enough to pack the good old Simpson to suffocation?

Cost has something to do with it, of a surety. The student life is not overflush of funds, as a rule, and the parental pocket has its limits—especially so since chill October set its seal on the family cash box.

Still, Mr. Behymer is generous to a degree in the matter of rates to bona-fide students, and it would really seem that the single-artist recital vogue has no longer the power to attract in place of the variety afforded by the lighter and more compound forms of entertaining. In other words, we are out of the paddock, are feeling our oats, and are packing the one-horse shay off to the lumber pile.

At Simpson Auditorium on Thursday evening, April 16, will take place one of the most unique entertainments yet given to the musical world in this city, consisting of the unveiling to the public of one of the greatest musical instruments perfected this century. Prof. Knight announces to the public the construction of the Electrical Emporium Orchestra, a heterogeneous combination of musical instruments, representing the united work of 260 musicians, playing in unison, with complete instrumentation. The only instrument reproducing an entire orchestra in conjunction with brilliant and imposing electrical effects. Those who have witnessed a private exhibition pronounce it the "Eighth Wonder of the World."

Miss Lillian Smith will give her second piano recital in this city at the Gamut Club Auditorium on Friday evening, April 14. Miss Smith will be assisted by Miss Blanche Ruby, soprano, who is greatly interested in the welfare of this young piano artist.

Manager Behymer always arranges a fitting finale to the musical season under his management, and the one big desirable, musical organization coming west this season is the Damrosch Metropolitan Symphony Orchestra of New York City. The program will be very interesting and novel, and there will be both classic and popular nights, as

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Several vocal and instrumental artists accompany the orchestra and Madame Hissem de Mosse, the celebrated New York soprano, is among the coterie of singers. Mr. Alexander Saslavsky, violin soloist, and Mr. Henry Bremsen, cellist, are among the art-

ists who will appear in solo work.

The subscription books will be open at the Bartlett Music Company, as already many inquiries have reached the box office. The dates selected will be during the week of May 11.

## Among the Artists

By RENE T. DE QUELIN

Carl Oscar Borg is once more with us, having returned from his sketching trip in the Simi Valley. He again delights us with his splendid work. One of his paintings, a view of the Simi Valley, with the wild awe-inspiring mountains reaching up into the sky, is a superb piece of work; from no point of view can it be criticized adversely—excellent in composition, admirable in light and shade; aerial perspective and values rendered in a manner that shows that Mr. Borg is not only a painter, but an artist with a genius of high standing, and one who is not satisfied with that God-given power, but is cultivating it with hard work, both with the brain and hand, as he loses no time; when he is not painting we always find him with his books, and books of a high order, constantly educating that artistic sense with which he has been so highly endowed. This painting of the Simi Valley is also a gem in color; in handling, or the technique of the brush, vigorous and broad. This canvas should without a doubt find a ready purchase at a worthy price, as it is one of the best artistic renderings of Southern California portrayed on canvas by a scholarly mind and a professional that we have yet had presented to us, and is a good example of the difference between the work of a mere painter, for there are many, and that of an artist, of whom there are so few; also well illustrating the difference between those whose misty artistic ideas lead them to suppose that fog, smudge and a general jumble of grays and muddy browns, with a hit and miss handling of the brush, is art; and the impoetic school of the extreme realist in opposition, who goes to nature and copies slavishly all things.

Mr. Borg has about forty canvases in all, which shows how hard he has worked in the short time he has been away. He has some paintings, showing us trees drawn and painted in a masterful way, with mountains in the distance, typical Southern California scenes. Every one of his works shows that this artist thoroughly understands every requisite necessary for the making of a picture; he grasps his subject with a power and breadth born of genius coupled with a method gained only by close application and hard work, and as a colorist has without doubt reached first rank. Mr. Borg's work fully illustrates what Jean Francois Millet once said: "Beauty does not consist so much in the things represented, as in the need one has had of expressing them; and this need it is which creates the degree of force with which one acquits oneself of the work."

The Ruskin Art Club opened its doors last Saturday with a private view of a loan exhibition which they are pleased to term Graphic Arts. The exhibition was open all the week to the public free. It consisted of a collection of wood-engravings, etchings,

steel and copper engravings, mezzotints, lithographs, both in color and monotone; a collection of Japanese prints, and a few color photograph transparencies, said to be, in the catalogue, a process perfected by Lumiere Brothers of Paris. These transparencies, while interesting, were far from satisfactory, from the point of rendering nature in color as claimed, by mechanical means. Though color photography has been accomplished and with marvelous success, by an elaborate patented process that necessitated triple negatives, one for each color, these had to be placed in a special machine and viewed through a stereoscopic glass. The result was absolutely perfect, but it had the above drawbacks. This process was brought before the public some six or seven years ago. The transparencies exhibited were made on the Lumiere plates that are so much advertised and of course are an acquisition to the general photographer or the amateur, as the plates can be used in any ordinary camera. In taking up the engravings which occupied the whole of the large and small galleries of the Blanchard Hall, which adjoin the Club rooms of the Ruskin Art Club, we cannot but say that it was an excellent exhibit, both from the point of numbers and quality. It did seem a pity after so much time and labor had been exerted by the club to give the general public an opportunity to study this expression of art and learn by comparison to distinguish one kind of engraving from another, that it was not possible to allow it to remain for a longer period. As the general mass of laymen are very poorly informed regarding the methods of producing this form of art, and it would be a generous estimate to say that not one per cent knows a steel from a copperplate engraving, or can distinguish the difference between a mezzotint and an etching, or a wood from a steel engraving. It seems strange that the market is filled with the engraver's art and yet it is the least known technically. There were so many good examples that it was quite difficult to choose a few to comment upon without appearing to ignore those that deserved some recognition, but time and space does not permit to mention more than a few. There were two very fine old engravings exhibited, loaned by Miss Frances Hills, that unfortunately were not catalogued, one called *Marche Tueroyable*, engraved by Bonnefoy, after the painting by Boilly. This picture was not only a fine example of the work done during the middle and latter part of the Eighteenth century, but was an excellent rendering of the types and costumes just before the terrible revolution of 1793 in France. The other called *Corps de Garde des Officiers Hollandois*, engraved in 1754.

Mrs. Frank Simpson had four fine examples of etching, one in particular called

*La Vieille aux Logues*, by Whistler. One of the chief exhibitors of etchings was Mrs. Allan C. Balch, who had some superb and valuable plates. We mention a few: The "Archway," by Joseph Pennell, a fine piece by one of our modern men; "Kilgaren Castle," by Seymour Hayden; "A Study," by Heinrich Wolf, a superb bit of drawing; "Le Curassier," by the celebrated Meissonier, that showed what a master this artist was in drawing; a superb example of Albrecht Durer's work, called "Knight, Death and the Devil;" a Rembrandt, "Man with Fur Cap." "Stirling Castle," by D. Y. Cameron; "An Alpine Pass," after Turner, by Frank Short; "Le Place Brigalle," by Felix Buhot. Mrs. W. W. Stilson showed a clever portrait of Ruskin by Hollyer; and Mrs. F. J. Stilson, the Cathedral of Chartres, both etchings. The Ruskin Art Club had a number of their own etchings, all by well known men and fine examples. Mrs. W. E. Dunn had etchings by Fortuny, Lallarme and Whistler. Marion Holden Pope had three etchings, her own work, and also made the exhibit intensely interesting by loaning the tools she uses to make the etchings. A fine engraving was that of "Mrs. Siddons as 'The Tragic Muse,'" from the painting by Sir Joshua Reynolds, engraved by H. Dame, 1827. The name of the owner was not given. The two centers of attraction which were hung at the point of honor were a Portrait of Mrs. J. C. B. by Paul Hellen. This portrait, through the attempt at great delicacy of execution, had dropped into the error of unforgivable weakness, especially in the face and bust. The portrait of Mercedes de C., by Gertrude Partington, was excellent and a fine example of dry point work; it was full of force, strength and vigor, yet with a fine appreciation of that delicacy of touch that is so charming in dry point work, but withal sure and positive, not one line showing one atom of timidity. This was loaned by Dr. and Mrs. E. F. Burton.

In the interesting collection of Japanese prints, Miss Olive Percival, who is a member of the Japan Society of London, loaned the most comprehensive collection, sending in fifty splendid examples of the Japanese printing art, having eight Hiro-Shigis and three Hokusais, which two men take the lead and are world renowned. The other artists represented in this collection were Shunsen, Yeizan, Katsugawa Shunso, Hara-nobi, Kinyasi, Utamaro, Kimisada, Toyokuni, Kihumaro, Yoshitora, Yeisen, Shunman, Hokkei, Toyohiro, Kuniochi, Kunisada, Sadahida, Yeitaku. The next largest was loaned by Mr. D. G. McRae, who had thirty-two splendid examples representing all the best men. Miss Horlocker had fourteen, also of the best known men in Japanese art. Miss Nellie Huntington Gere had twenty-one, all splendid examples by the well

known men. Mrs. A. S. Lobingier had fourteen, mostly by the famous Hiro-Shigi and Hokusai. On the whole this exhibit was one of the best and certainly the most instructive ever held in Los Angeles. The galleries were crowded all the time, showing the general appreciation of the efforts made.

## \$20,000 Collection of Paintings at Auction

THIS is the season when Artists are preparing for summer sketching trips and need money. We are therefore authorized to sell their paintings at what they will bring. Come and make selection before sale.

### EXHIBITION

Monday, Tuesday, Wednesday, April 6, 7, 8.

### SALE

Thursday and Friday April 9 and 10.

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THOS. B. CLARK Auctioneer

Joseph Greenbaum has several new commissions for portraits, notably one of Mr. Hanford, mayor of San Bernardino; another of Mrs. Horace Smith. Both are executed in his usual style. This artist exhibited last Tuesday in the reception rooms of the Friday Morning Club.

Eugene C. Frank, who has been occupying studios in the Blanchard building is going to Catalina for a couple of months to continue work and pleasure before undertaking his long journey to the far East. Mr. Frank does not find that response to the fine arts that he has been accustomed to in the East; consequently has not felt encouraged to build a home here as he first intended.

It is intended to open a second exhibition of contemporary American oil paintings on December 7 next, in the Corcoran Gallery.

Washington.

The annual exhibition of the American Water Color Society will be opened in the galleries of the American Fine Arts Building, 215 West Fifty-seventh street, New York, on April 30. Exhibits must be in by the 18th. The Evans prize of \$300 will be awarded.

D. B. Butler & Co. of 398 Fourth avenue, New York, are showing a portrait of Frederick Macmonnies, the sculptor and painter, executed by Ellen Emmet.

At the request of the National Academy of Design and the New York Chapter of the American Institute of Architects, the dinner to Mr. John La Farge has been postponed until Thursday, April 16.

Frank B. Long Piano. Unequaled in tone.

## Autos and Autoists

By JACK DENSHAM

Things seem really to be brightening up. Everywhere I have been this week on my rounds I have noticed signs of coming prosperity. The agents are selling cars once again and selling them in goodly bunches so that we may congratulate ourselves that we are seeing the last of the "Hard Times." Believe me I try not to be unduly optimistic on this subject, but there is a subtle note in the talk of all the auto people which tells me far more plainly than a dictionary full of hot air that they are really and truly beginning to do well again. This is very good and I only hope that my little effort will add

comfort to some poor individual who is suffering from that very prevalent complaint, Pessimism.

I saw a little squib in the "Times" last Sunday to the effect that Bill Batchelder had sold a car to Chas. Gates. Now I had not seen the genial Batchelder for two weeks and I entered with fear and trepidation on account of my recent scurrilous lampoon on his hosiery. Fear vanished before that cosmopolitan smile. (Do you get that? "Cosmopolitan smile." I rather fancy it, it covers everything). Then, after sufficient banter about the risk to my person in entering the precincts of the Batchelder demesne, I inquired about Chas. Gates and asked who he was. Then I found that there was an excellent story underlying that same squib of which, permit me Mr. Wheeler, the "Times" should have taken advantage. Chas. G. Gates is the son of John W. Gates. He is not the Hearstian son of a rich man by any means; in fact, he has aided his father in many of his gigantic operations. He is wealthy in his own right and by his own efforts and autos are his hobby. Mr. Gates came out to Los Angeles and was introduced to Bill Batchelder by his brother-in-law. Bill suggested a trip to Arcadia to watch the ponies circumnavigate the track. This was pleasing to the visitor and so they piled into the Stearns runabout and ran out to the Baldwin betting tract. Mr. Gates was lucky in his betting, although he wagered only comparatively small amounts. In the last race a horse named Silver Skin was entered and looked well to win according to the "dope." The price was 12 to 1 and Mr. Gates announced his intention of placing a hundred on for fun. Silver Skin romped in and every member of the party was the richer for the romping. When they reached the place where the car had been left standing Mr. Gates said, "Say, Mr. Batchelder, I like that car. Now I have just won the front wheels and I may as well take the whole thing. How much do you want for it?" The price was named, and the transfer made right there and then. "While I am about it," said the purchaser, "I may as well take your chauffeur too," and he made the latter an offer which, by the way, was loyally

turned down. Mr. Gates keeps autos in most of the capitals of Europe and one or two in this country. In Paris he has a C.G.V., in London a six-cylinder Rolls-Royce, in New York a Mercedes and a Fiat and in Los Angeles a Stearns. And that is the kind of business that is good to run up against and the kind that our genial friend of the Stearns agency is liable to get.

Talking about handing out a bouquet, one Edgar Apperson of local liking and general fame in the auto world has caused one to be handed to me, and I swell up so that a certain tailor has hopes of an order in the near future. The Apperson company published an advertising booklet on the subject of the Jack-Rabbit, and inserted the greater part of my account of the hill-climb.

W. K. Cowan is very much pleased at the result of a recent visit of Thos. B. Jeffery and his wife. Mr. Jeffery is the president of the concern that manufactures Rambler cars, he is sixty-three years of age and as enthusiastic about autos and autoing as a youngster. Mr. Cowan took him for a trip around the country and the easterner was very much surprised and delighted at the country we have here. So much so that he expressed his intention of inaugurating a vigorous campaign in Southern California, as he looks upon this territory as the most promising in the country. And I think that he is quite right. They went to Riverside and ran around that part of the country visiting Redlands, San Bernardino and going through all the lovely country at the foot of the mountains. Then they went on to San Diego and Mr. and Mrs. Jeffery were very enthusiastic about the climate, the roads, the view and the possibilities of our corner of the world for a motorist's paradise. This is more easily understood when we remember that Mr. Jeffery comes from a part of the eastern central states where such a thing as a real road is almost unknown. Radiating from the towns they have roads that are fairly good reaching for ten or twelve miles but, after that, the roads are nothing but two ruts with a mud-bank in between. Our roads can be bettered but we are certainly much better

HOME PHONE F 8002

WM. C. VAUGHAN

## DIAMOND MOTOR CAR CO.

Northern and Apperson  
Automobiles

1211-1213 SOUTH MAIN ST.

The Incomparable

# WHITE

A Car in a Class by Itself.

Model L \$2500 f. o. b. Cleveland

The Very Best Car For

The Money on Earth

## WHITE GARAGE

H. D. RYUS, Mgr.

714 S. Broadway

BOTH PHONES Ex. 790

Los Angeles

off than the denizens of middle East and West.

George Bill made a fine suggestion when I asked him to tell me something to write about. He said "Write about the glorious climate and John T. Junior." Which reminds me that I managed to relieve myself of something resembling a bon mot the other day. I was introducing George to somebody and I said, "This is Mr. George Bill, the father of John T. Bill Junior and the son of John T. Bill Senior." Applause. Thank you.

There is a new agency in town and the name thereof is Rainier. This has nothing to do with Mt. Tacoma nor with the concern that failed miserably in their efforts to persuade the long-suffering public to buy electric trucks of that name. This is a gasoline car, a high-priced one and a good-looking one at that. The Smith Brothers have the agency and they have located themselves in a very roomy and modern garage on Los Angeles street just south of Eleventh. One of the Messrs. Smith courteously showed me the car and I found several points about it that are worth telling about. The only type of car they are making at present is a seven passenger touring car, four-cylinder, 45-50-h.p. The main feature about the engine is the sparking. This is done by a make-and-break device supplied with juice by a low tension magneto. There are no batteries, for they are unnecessary. There is only one piece of wire in the entire electrical system, and that is only long enough to reach from the magneto to the cylinder heads. A vertical shaft rises from the after end of the cylinders, driven by a gear on the crankshaft. This in its turn engages with a horizontal shaft level with the cylinder heads, and running fore and aft. There are four cams on this shaft and these push in four little sparking rods which are kept in normal position by one small spring. The center of these sparking rods or pistons are nicked and in these nicks the actual sparker, that protrudes into the cylinder, engages. There is no timer, the spark lever advances or retards the gear at the base of the upright rod. This explanation may sound complicated but, as a matter of fact, the mechanism is simplicity itself and is well worth looking at. In order to give the crank a sharp enough turn to cause the magneto to generate, a release is provided. This release sets into play a set of auxiliary cams on the exhaust cam shaft, thus preventing the exhaust valves from closing entirely. I took a turn at the crank myself and found it very easy to start the engine. And no batteries! That is something to be thankful for. The car seems to be very well sprung and its general lines are neat and pleasing. It is worth the while of anybody who is thinking of buying a car for more than \$4000 to go and have a look at the Rainier.

When I wrote the account of our trip to San Diego a week or so ago, I forgot to mention Mr. Moore. He owns a four-cylinder Tourist which he has had in the rental service in San Diego and he makes his headquarters at the Tourist garage there. While we were there he was very courteous and put himself to no little trouble in helping me to get through with some business. From my

heart out I ask you, when in San Diego, to patronize this excellent sportsman. I was reminded of this by seeing Mr. Moore in town today. Well and if we did have a high-ball is that any of your business?

I was shocked into jingle by the glimpse of Batchelder's socks but I was petrified with astonished admiration when I gazed on Robin Adair in his new suit. It is a dream, a wonder, a perfection. The coloring of the coat is beyond description, a delicate shade of ice-cream brown. The trousers match as do the

### FRANKLIN MOTOR CARS

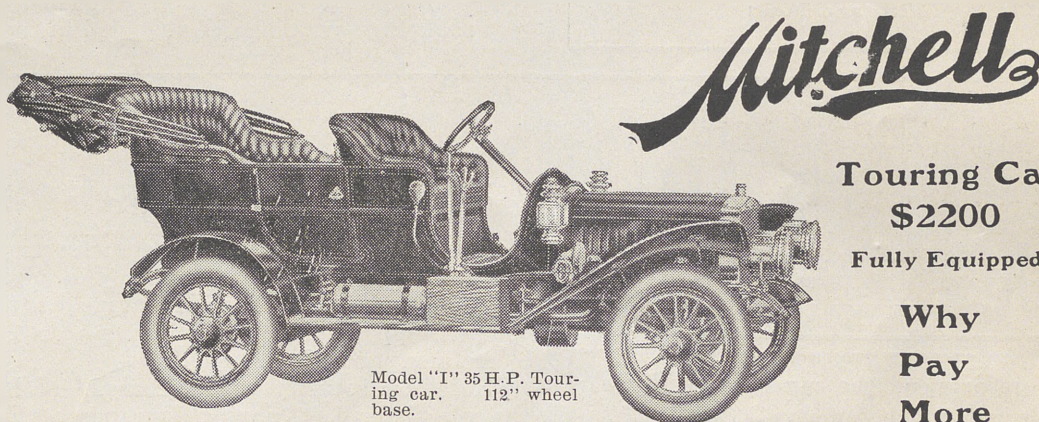
All Models Ready for Demonstration

R. C. HAMLIN

1806 S. Main St.

B4402

South 909



**Touring Car**  
**\$2200**

Fully Equipped

**Why  
Pay  
More**

The Mitchell touring car is large and roomy, easy riding, smooth and quiet at all times. A powerful car that fills the requirements of the experienced motorist.

**GREER-ROBBINS CO.** Cor. 15th and Main Sts.  
Phones: Broadway 5410; B 5813



## The Great Smith Car

**THE MOST SUCCESSFUL  
CAR OF THE YEAR**

Sounds Like a Heavy Blast—Maybe

**We're Prepared to Prove It  
Drop Around and Be Convinced**

**RENTON & WILLIAMS  
MOTOR CAR CO.**

1150-52 South Main Street

# LOCOMOBILE 1908

**DEMONSTRATOR HAS ARRIVED**

CARS FOR IMMEDIATE DELIVERY.

**Success Automobile Co.**

Corner Pico and Hill Sts.

**E. V. STEVENSON, Manager**

Telephones  
Home B 5756  
Sunset, Broadway 3478

# Stearns

## Motor Cars

WM. J. BATCHELDER & CO.  
12th and Main

shoes, socks and hat—but the vest! Oh that vest! Words fail me, but here comes the

Muse; perhaps she can do it justice:

### Radiant Robin.

Adown the White garage he walks  
A radiant sight is he;  
From dainty feet to headgear neat  
He's perfect as can be.

Although his coat of Norfolk shape  
Is brilliant, yet beware—  
Your eyes 'twill test to view his vest  
Oh! glorious George Adair!

Frank B. Long Piano. Unequaled in tone.

# Tourist

AUTOMOBILES—  
Made in  
Los Angeles, Cal.

Auto Vehicle Co., Cor. Main and Tenth Streets  
"Better buy a Tourist than wish you had."

## Financial

By ALBERT SEARL, OF THE CORNISH-SEARL SYNDICATE

Small investors, the men and women with a few hundred dollars saved up, are about to come into their own. Los Angeles Aqueduct bonds are to be issued in denominations of \$200 each. I have no hesitancy in advising the public to take advantage of the present opportunity. Such chances do not come along too often.

We recommend the purchase of Home Preferred, Home Common, Home 1st 5's U. S. Long Distance, Central Oil, Union Oil.

FIELDING J. STILSON CO.

305 H. W. Hellman Building

Telephones Main 105 A5247

### FIRST NATIONAL BANK.

Wilcox Bldg., corner Second and Spring.  
Los Angeles, Cal.

Statement at Close of Business, February 14, 1908.

#### RESOURCES.

Loans and discounts .....	\$ 9,512,260.02
Bonds, securities, etc. ....	2,699,852.33
Cash and sight exchange .....	4,302,876.44

**TOTAL** .....\$16,514,988.79

#### LIABILITIES.

Capital stock .....	\$1,250,000.00
*Surplus and undivided profits .....	1,496,163.29
Circulation .....	1,250,000.00
Bonds Borrowed .....	145,000.00
Deposits .....	11,873,825.50
Other liabilities .....	500,000.00

**TOTAL** .....\$16,514,988.79

\*Additional Assets—One million five hundred thousand dollars. Invested in the stock of the Los Angeles Trust Company and the Metropolitan Bank and Trust Company, and held by the officers of the First National Bank as trustees, in the interest of the shareholders of that bank.

duct bonds are to be issued in denominations of \$200 each. I have no hesitancy in advising the public to take advantage of the present opportunity. Such chances do not come along too often.

Here is a security with the credit of Los Angeles behind it, paying four per cent.—the highest savings bank rate—always worth its face, and possessing, in short, all the advantages of a savings account. These bonds should be purchased by all who have trust funds, or who are in search of a financial security as good as a government bond. I am prepared to supply these bonds on short notice, in any amount.

Local financial conditions continue hard with a real improvement not in sight as early as has been expected. Money is not plentiful.

A sensation is brewing in certain Johnnie mining district shares.

Los Angeles Home preferred and Union Oil are on the up grade. Both issues would appear to be a buy at present prices.

The Los Angeles Stock Exchange—not the Los Angeles Mining Stock Exchange—has established a call money department.

Bank stocks and bonds generally continue soft and depressed.

Frank M. Kelsey, vice-president of the Metropolitan Bank & Trust Co., has been appointed receiver of the Citizens Savings Bank of Long Beach.

J. C. Daly has been appointed receiver of the bank of William Collins & Sons of Ventura.

A petition has been filed in the Superior Court of Los Angeles to dissolve the Crown City Savings Bank of Pasadena, the institution having been merged with another bank.

### Bonds

The First National Bank of Pasadena has purchased the recently authorized issue of \$100,000 of Pasadena bonds.

The Los Angeles Aqueduct authorities will soon authorize an additional issue of \$350,000, in denominations to suit small investors.

The Victorville school district, San Bernardino county, votes April 21 on an issue of \$2,500.

The Miramonte school district, Los Angeles county, votes April 14 on an issue of \$16,000.

The Victor Portland Cement Company of San Bernardino has incorporated with a capital stock of \$3,200,000, and will operate about eight miles from San Bernardino city. A bond issue of \$1,500,000 is proposed.

An issue of \$10,000 for fire department equipment is proposed at San Pedro.

## In the Literary World

Memoirs of men eminent in affairs of state and war, of travel and discovery, and even of great inventors and manufacturers are in many respects the most durably entertaining and instructive of all literary pabulum. The Memoirs of Benton and Blaine, Sherman and Grant, Davis and Longstreet, Foreney and Greeley, and of many others renowned in war and statesmanship, journalism and travel, have far exceeded in sales and interest the best biographies of these or other distinguished persons written by their admirers or by historians selected for the purpose. The autobiography is incontestably freer from blemish of all kinds than the biography, and there permeates a flavor

throughout the pages of the former that cannot be presented in the pages of the latter, however much and conscientiously the biographer may struggle for perfection of presentation along all salient lines. The autobiographer has almost always entered into the evening of his life and has over and over again reviewed in his mind its long-drawn panorama of events and activities; and, just as the skillful and careful lapidary has evolved the precious ornament from the rough, irregular stone, so does the reviewer and chronicler of his own life, par excellence, smooth down any of its little uninviting edges and errors and give to the reading world a volume more beautiful, more acceptable and more accurate than the most

painstaking and conscientious professional biographer could hope to or be expected to present.

These reflections have been inspired by a perusal of the Memoirs of Cornelius Cole, who as a California pioneer, an early promoter of a transcontinental railroad, the first secretary of the first Republican meeting held in California, and afterward Congressman and United States Senator from California, has had much to do with the affairs of the Golden State.

The book is from the publishing house of McLoughlin Brothers, of New York, and is a worthy specimen of the printer's and bookbinder's skill. It contains 354 pages, and is divided into 42 chapters into which the

ex-Senator has particularly embraced the observations and experiences of 29 years of his eventful existence, or only a little over one-third of his life. He tells of his earliest recollections of home and farm, and of his coming to California by the "plains across" in 1849; of Sutter's mill and Sacramento in 1850; of San Francisco and the squatter riots in 1851; of Fremont and Sherman, Terry and Broderick, Stephen J. Field and Albert Sidney Johnston, and of hundreds of others of the famous men in California in the 50s and 60s. He writes graphically of the Pony Express and the Overland Stage and of the builders of the Central Pacific Railroad; and he also tells graphically of floods and fires, of politics and vigilance committees, and of much else of the kaleidoscopic conditions of California from 1849 to 1860. Then Mr. Cole takes the reader with him to Washington and introduces him to Abraham Lincoln, Andrew Johnson, Benjamin F. Butler, William H. Seward, Grant and Sherman, Cushing and Worden, Cameron and Chase, Morrill and Fessenden, Blair and Bates, Everett and Stanton, Davis and Lee, Mason and Slidell, and scores of others of the leading Americans of that day. Then he tells of the Civil War and of Reconstruction, of the Alaska purchase and Santo Domingo proposition, of Constitutional provisions and National Banks and finally devotes attention to a variety of subjects that no other writer has presented in condensed and alluring form.

Briefly said, it is the most entertaining and instructive tome of the day. There is not a prosy sentence in the entire 354 pages, nor is there a vicious or an obsequious line. And while the author has seemingly made no attempt at blandishments of diction, there is a betrayal of facile expression and delightful portraiture from the opening to the closing paragraph.

Concerning his vote for impeachment of President Johnson the noble ex-Senator gracefully says: . . . "Six Republicans went with the Democrats for acquittal. I voted with the majority to sustain the accusations. Though among the more radical of my party. I so decided with no pleasure, and have since been glad that the trial turned out as it did." . . . "Andrew Johnson was a man of kindly disposition, but eccentric, impulsive and obstinate."

The distinguished author of the Memoirs herein reviewed has been a resident of Colegrove—which beautiful suburban town perpetuates the maiden surname of Mrs. Cole—for more than a quarter of a century; and it

may be truly said of him that he "lives under his own vine and fig tree" and is embodied in the hearts of all who reside near him and all others who know him well. He is an octogenarian, and not only in the possession of all his high mental qualities but is as hearty and buoyant and nearly as erect and active as he appeared thirty or more years ago. He was always a person of most excellent ways along all social, business and political lines; and in Washington, in both Houses, as well as in California, he was regarded as a man of unostentatious ability, of the highest order of rectitude, and of elegant presence and manners. General Grant was an ardent admirer of Senator Cole, and once said of him that he was one of the most courteous, well balanced and honorable public men he had ever known;—and it may not be inappropriate, even in this unpretentious book review, to add that General Grant declared that Mrs. Cole was one of the loveliest and one of the most decorous and beautiful women who had ever graced Washington society.

The book is for sale at Parker's, and will be an ornate acquisition to any California gentleman's library; and it may be read with great interest from beginning to end, as it is a splendid contribution to American history as well as the careful presentation of the observations and experiences of a statesman of energy and renown.

What probably may be accepted as the final word about one of the most famous and epoch making Frenchmen that have ever lived is a volume entitled "Jean Jacques Rousseau," by Jules Lemaitre of the French Academy, admirably translated into English by Jeanne Mairet, Madame Charles Bigot (the McClure Co.). The ten chapters of which the book is composed correspond to as many lectures, representing one of the courses treating of great French authors which the writer has been and is now delivering, and which have aroused interest not only of the students of history and biography but of all Paris society. From this point of view, indeed, M. Lemaitre may be said to have succeeded to the place left vacant by M. Renan. What he has given us in these pages is not an exhaustive biographical and critical review, but a summary of impressions, conveyed to the auditor or reader with singular grace and felicity, in the tone not of a formal exposition, but of somewhat careful conversation. When the book is laid down it doubtless will be with a conviction that the writer has come nearer than any of his predecessors to drawing a faithful portrait of his subject. He is not to be numbered with the indiscriminate and passionate defenders of Rousseau; neither is he to be classed with the deliberate detractors of that extraordinary person. It is patent on the face of the lectures that from the outset to the end he means to be considerate, forbearing, truthful and just. Thus it has come to pass that he has given us a sane, sober, penetrating, unflinching, yet not always unsympathetic description of Rousseau in his manifold aspects of vagrant, parasite, poseur, yet withal the eloquent eulogist and sincere practitioner of the simple life, an almost matchless rhetorician, a philosopher in his way, a wistful reformer.

We would not advise the reader to skip

one of the 360 pages of this volume, and we do not believe there is any chance of his doing so.

Frank B. Long Piano. Unequaled in tone.

**Timber Land, Act June 3, 1878.  
NOTICE FOR PUBLICATION.  
UNITED STATES LAND OFFICE,  
Los Angeles, Cal., March 31, 1908.**

Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada, and Washington Territory," as extended to all the Public Land States by act of August 4, 1892, Richard P. Hanson, of Sherman, County of Los Angeles, State of California, has this day filed in this office his sworn statement, No.—, for the purchase of the S.E. ¼ of S.E. ¼, of Section No. 13, in Township No. 1 S., Range No. 20 W., S.B.M., and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver at Los Angeles, California, on Tuesday, the 9th day of June, 1908.

He names as witnesses: Thomas J. Moffett and Perry W. Cottler of Sherman, Cal.; Marion Decker and Ernest Decker of Los Angeles, Cal.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 9th day of June, 1908.

FRANK C. PRESCOTT, Register.

Apl.4-10t—Date of first publication Apl.4-08.

**Timber Land, Act June 3, 1878.  
NOTICE FOR PUBLICATION.  
UNITED STATES LAND OFFICE,  
Los Angeles, Cal., March 19, 1908.**

Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory, as extended to all the Public Land States by act of August 4, 1892, Charles E. Gillon, of Santa Monica, county of Los Angeles, State of California, has this day filed in this office his sworn statement for the purchase of the lot No. 4 of Section 33, in Township No. 1 S., Range No. 18 W., S.B.M., and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before Register and Receiver at Los Angeles, Cal., on Wednesday, the 10th day of June, 1908.

He names as witnesses: J. W. F. Diss, John Schumacher, D. D. Parten, of Santa Monica, Cal.; A. W. Marsh, of Los Angeles, Cal.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 10th day of June, 1908.

FRANK C. PRESCOTT, Register.  
Apl. 4 9t. Date of first publication Apl 4, '08.

**Timber Land, Act June 3, 1878.  
NOTICE FOR PUBLICATION.  
UNITED STATES LAND OFFICE,  
Los Angeles, Cal., March 11, 1908.**

Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada, and Washington Territory," as extended to all the Public Land States by act of August 4, 1892, Florence M. Mattingly, of 217 W. Avenue 37, Los Angeles, County of Los Angeles, State of California, has this day filed in this office her sworn statement, No. —, for the purchase of the Lots 3 and 4, and E. ½ of S. E. ¼, of Section No. 11, in Township No. 2 N., Range No. 17 W., S.B.M., and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish her claim to said land before Register and Receiver at Los Angeles, Cal., on Thursday, the 21st day of May, 1908.

She names as witnesses: Ferd Tetzlaff, Fred Graves, Ramona Miranda, Frank Miranda, all of Chatsworth, Cal.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 21st day of May, 1908.

FRANK C. PRESCOTT, Register.  
March 21-9t—Date of first publication, March 21-08.

**HOMESTEAD.**

LAND OFFICE AT LOS ANGELES, CALIFORNIA  
April 5, 1908.

I, Ernest F. Decker, of Santa Monica, Cal., who made Homestead Application No. 11155, made Aug. 13, 1906, for the Lot 1, Sec. 28, and E. ½ of S.W. ¼ N.W. ¼ of S.E. ¼, Sec. 21, Township 1 S., Range 19 W., S.B.M., do hereby give notice of my intention to commute and make final proof to establish my claim to the land above described, and that I expect to prove my residence and cultivation before Register and Receiver, United States Land Office at Los Angeles, California, on May 12, 1908, by two of the following witnesses: Herman Branch of Santa Monica, J. A. Decker of Los Angeles, Freeman Kincaid of Los Angeles, Eli Palmer of Los Angeles.

ERNEST F. DECKER.

Apl.11,5t. Date of first publication Apl.11, '08.



If you had met  
me before you  
would have  
found me a  
fine, ripe Cali-  
fornia tomato  
hanging on the  
vine ∴ ∴ ∴

*Bishop's  
Tomato Catsup*

15c and 25c bottles at  
all grocers.  
BISHOP & COMPANY

The Only  
Safe Milk is

## LILY MILK

If everybody really knew the superior purity and goodness of Lily Milk there would be no need of a pure food law to protect people from the dangers of doubtful milk.

Lily Milk is the purest natural milk but it is MORE than that. It is the purest milk, sealed in air tight tin cans and effectively sterilized to render infection impossible.

Lily Milk has won the highest prizes at National Expositions and State Fairs—won simply because it outrivaled all other milk products in purity and palatableness.

Depend on Lily Milk if you always want pre-eminently the BEST.  
Sold by leading grocers.

PACIFIC CREAMERY CO.  
LOS ANGELES



## PRESERVES

### Something New

Made in the foothills. Are different from others. They are made of FRUIT and CANE SUGAR—  
NOTHING ELSE.

ASK YOUR GROCER

Phoenix Brand  
Monrovia  
Foothill Preserves

## Los Angeles Ry. Co.

### HOW PASSENGERS CAN AVOID ACCIDENTS

There is only one safe way to get off a car—grasp the handle with the left hand and face the front end of the car, then if car should happen to start you would not be thrown. Do not attempt to get on or off car while it is in motion. After alighting, never pass around the front end of car. In passing the rear end, always be on the lookout for cars passing in opposite direction on the other track. Have no conversation with motorman. Any information desired, communicate with conductor.

## THE EQUITABLE SAVINGS BANK

Strictly a Savings  
Institution

During the late financial stringency, we believe that none of the depositors of this bank suffered serious inconvenience, as every necessity, as far as known, was from the beginning amply and promptly cared for.

Checks were paid on "Special Ordinary" accounts at all times without interruption.

By January 1st conditions had so far improved that all restrictions on the withdrawal of money were removed.

Since that date all classes of deposits have been paid on demand, without requiring notice of withdrawal.

First and Spring Streets

## Low Rates East and Return Summer of 1908

CHICAGO, \$72.50

ST. LOUIS, \$67.50

NEW YORK, \$108.50

BOSTON, \$110.50

TORONTO, \$94.40

ALSO MANY OTHER POINTS—Long Time Limits

CHOICE OF NORTHERN OR  
SOUTHERN ROUTES

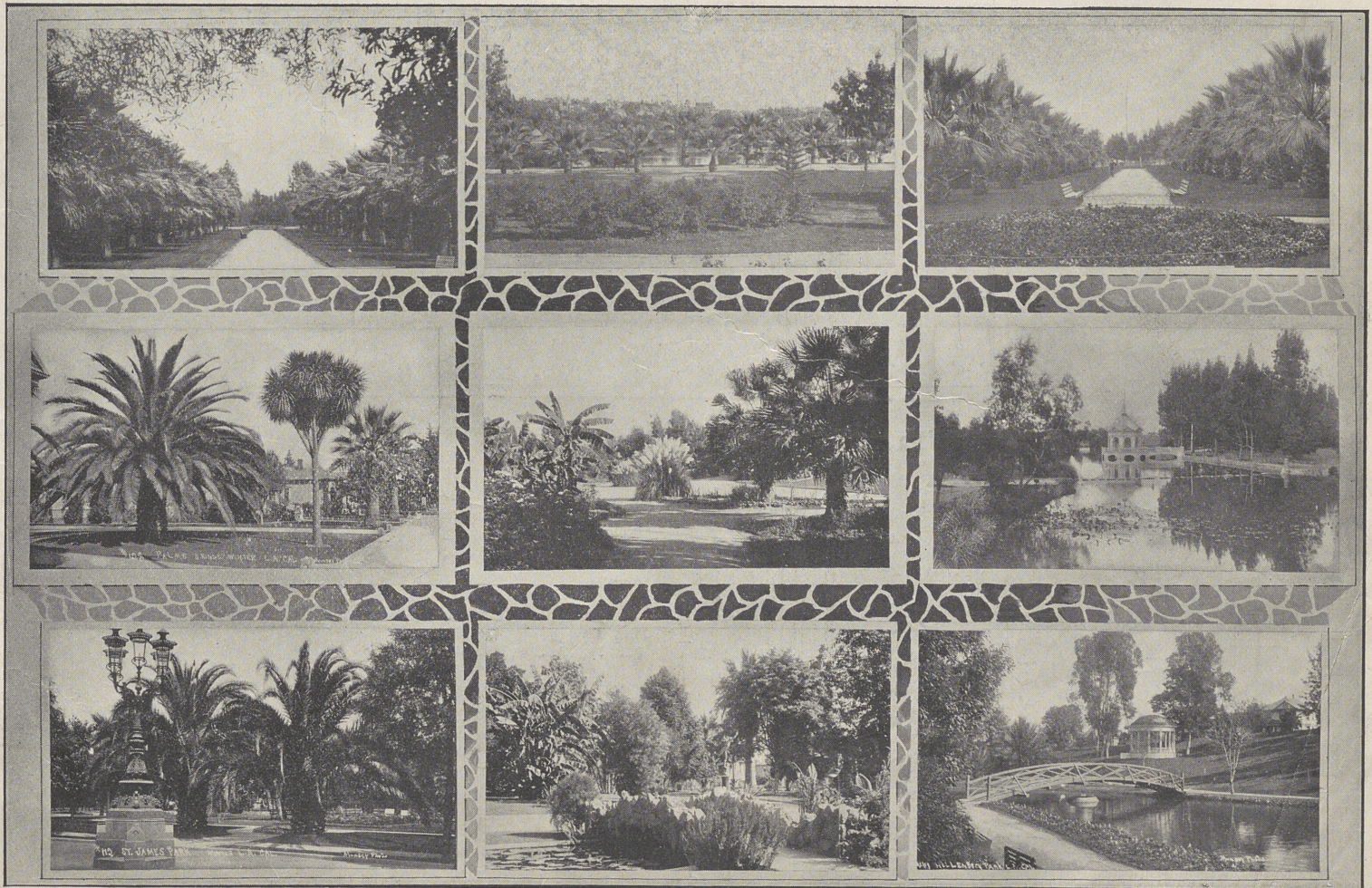
GO ONE WAY, RETURN ANOTHER

Full particulars upon application  
City Ticket Office

600 So. Spring St., Cor. 6th  
**SOUTHERN  
PACIFIC**



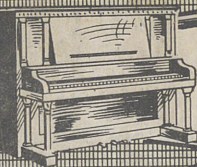
BEAUTIFUL HOMES OF LOS ANGELES



PARK SCENES IN LOS ANGELES

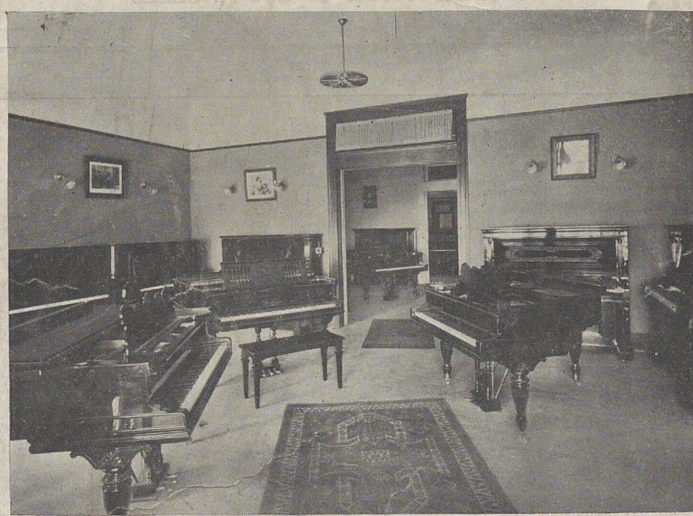
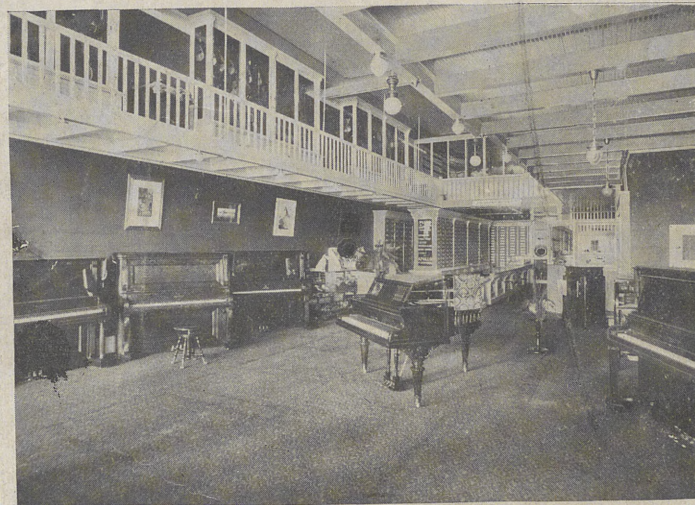
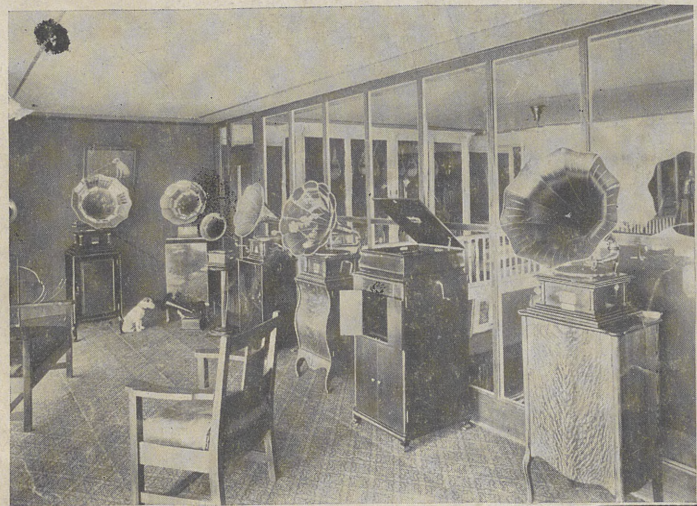
# J. B. BROWN

ESTABLISHED 1882



# MUSIC CO.

648 S. BROADWAY



## THE APOLLO PLAYER PIANO

The Only Player Using 88 Notes - Or the entire keyboard of the Piano ---

The photographs on this page show a portion of the modern and artistic warerooms of the J. B. Brown Music Co. On the main floor, as shown above, are located the small goods and sheet music departments, both of which are completely supplied with every requisite for the musician.

In the Talking Machine Department will be found

all makes of these popular entertainers, and a full stock of Victor records, including those of Melba, Caruso, Scotti and other great artists.

One of the several piano display rooms is shown above. The extensive line of pianos carried on this floor includes some of the best known and most reliable makes. The Ivers & Pond, Krakauer, Lester,

Shoninger and Kohler & Campbell all represent high quality in piano construction.

We are exclusive agents for the Apollo Player Piano, "The Standard of the World," because of its many superior points, the only player that can satisfy the musician.